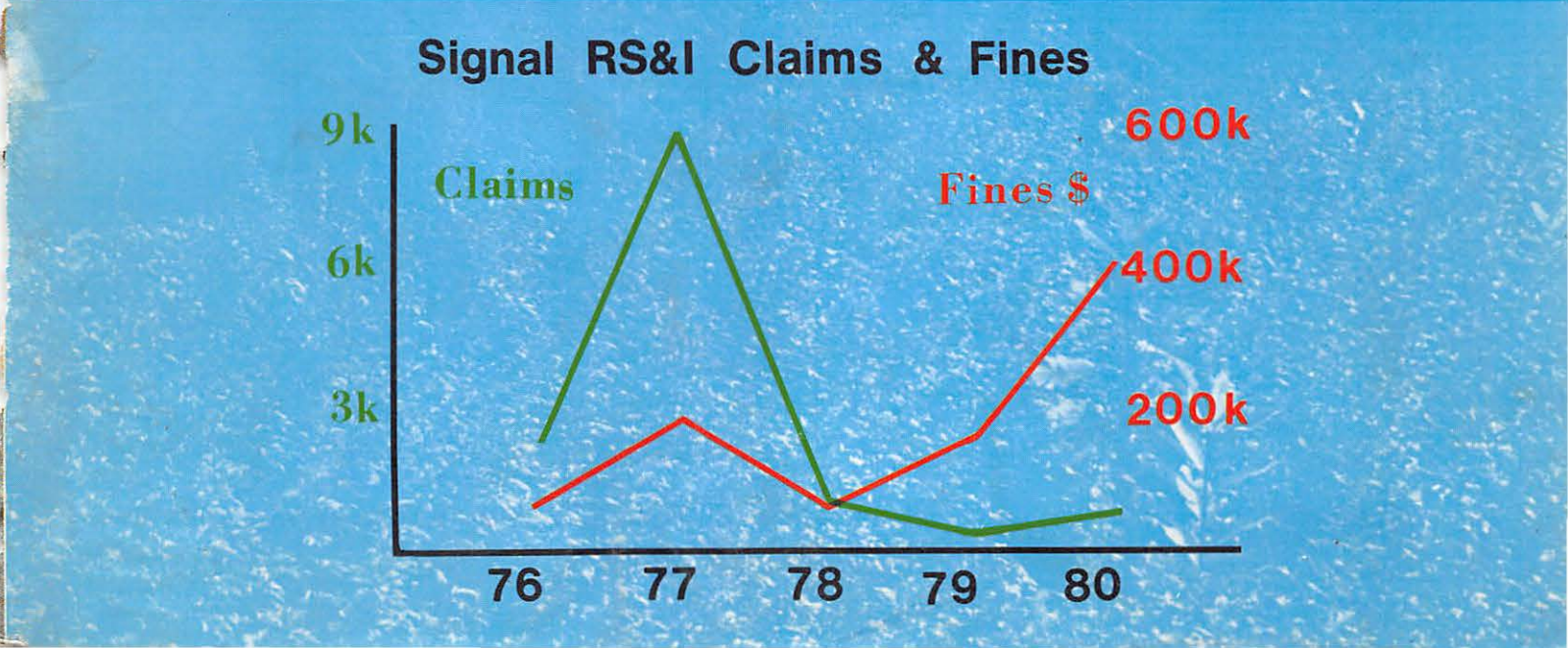
The SIGNALMAN'S Journal

APRIL 1981



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The SIGNALMAN'S Journal

Official Publication of the Brotherhood of Railroad Signalmen

Volume 62 Number 3 April 1981

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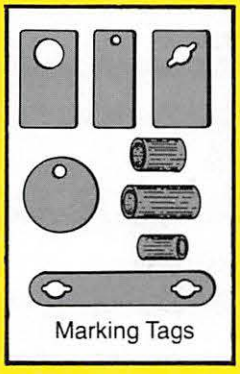
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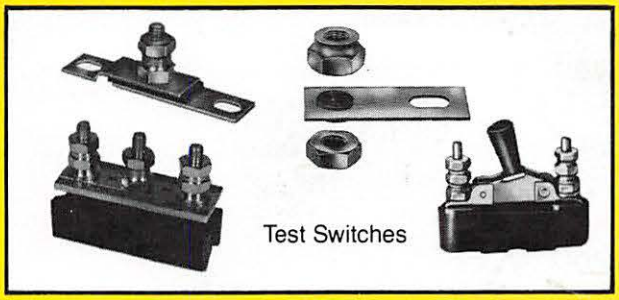
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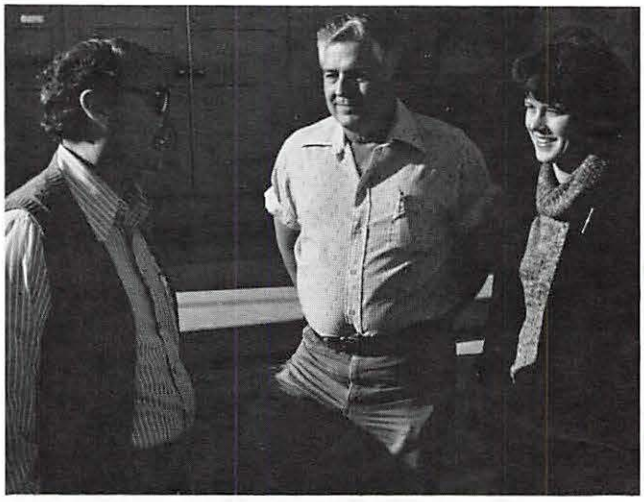
News



Discussing their work at the George Meany Center for Labor Studies are new staff members of various trade unions: From the left are: W. Daniel Pickett, grand lodge representative, BofRS; Harvey Page, chief steward of local 706, Service Employees International Union; and Donna Brunner, international staff representative, Communications Workers of America.

GREMLINS got into the caption of this picture on page 35 of the January-February 1981 issue of The Signalman's Journal. The correct caption is: Emphasizing his point is Frank T. Branham (left) vice general chairman, Northeast General Committee, to W. D. "Dink" Best (right) BofRS secretary-treasurer. Bruce A. Hazard, recording & financial secretary of Durand Lodge 14, GTW, listens.

Bates' Commentary

The new administration has revealed its plan to restore economic stability to the United States and many comments are being made both endorsing and criticizing that plan.

A number of statements have been made by the administration advancing their ideas for curing the economic ills of our nation, which are disturbing to those of us in the work force and those not fortunate enough to have a job. I thought it interesting that the first two major actions by President Reagan fulfilled at least two of his campaign promises. He said during the campaign that he was going to do something about unemployment and get a handle on inflation. Immediately after the inauguration a freeze was put on government hiring, which of course did something for unemployment by reducing available jobs. The next major move was to deregulate oil prices and we were able to see inflation spurt from 5¢ to 10¢ per gallon of gasoline and 5¢ and 10¢ per gallon of heating oil, and that must have been getting a handle on inflation.

I think we are all hoping and praying that Mr. Reagan can be successful in restoring some economic stability to the country, however dubious we may be about his notions or methods to accomplish that objective. It does not seem logical to me that the dismemberment of Conrail, nor hacking back Amtrak, can have a positive impact on providing transportation service to our country or to reduce our dependence on the OPEC nations for fuel. But those are theories advanced by people in high places of the administration. We read that funds to develop synthetic fuels are being practically eliminated from the budget. Will that make us less dependent on the OPEC nations and reduce the price of gasoline at the pump, or will it continue the inflationary spiral begun when OPEC first took us hostage in 1974 and has continued.

The administration's reported plan to decontrol the price of natural gas can only cause an increase in cost to the consumer which in my view will increase the inflation rate. In the proposed budget-cutting process, the most tragic cuts seem to me to be those aimed at the child nutrition program cut of $1.7 billion, and the planned reduction in Medicaid, and closing of all public health service hospitals. Whether we like to admit it or not, there are many children in the U.S. whose only nutritious meal each day comes through the school lunch program. I have a very hard time justifying the fact that health care is available only to those whose income or wealth is sufficient to purchase such care.

To sum this up, it seems to me that the very same approach to solving inflation was tried in Great Britain a short time ago and created a downturn in the economy which we read about frequently.

I wish President Reagan well and sincerely hope his economic plan is more successful than it appears to me (it can be).

Tom Bates

C&S will hold regional meets

Regional meetings of the Communication & Signal Division, AAR, will be held in Toronto, Roanoke and Kansas City.

On Thursday, April 30, the Northern Regional meeting of the C&S division will be held at the Royal York Hotel. Chairman is Ron L. Ridsdale, signal supervisor, CP Rail and the Committee of Direction sponsor is Carl H. Gearey, superintendent of signals, CP Rail.

The Eastern C&S division regional meeting will be held Wednesday, May 6, at the Roanoke Hotel in Roanoke, VA. Chairman is Gene Langone, manager communications systems, Norfolk & Western and the Committee of Direction sponsor is Thomas Trovato, chief engineer, C&S, Boston & Maine.

The Western regional meeting of the C&S division will be held at the Radisson Muehlebach Hotel in Kansas City, MO, Tuesday, May 12. The chairman is E. L. Boeding, signal engineer-Union Pacific and the Committee of Direction sponsor is B. J. Hutton, assistant chief engineer-signals, Santa Fe.

Supreme Court upholds retirement law

A recent Supreme Court decision in a class-action suit, *U.S. Railroad Retirement Board* v. *Fritz,* has upheld certain dual benefit provisions of the 1974 Railroad Retirement Act. The Act's dual benefit vesting requirements, which have been in effect since January 1975, consequently remain unchanged. This class-action suit had sought revisions in the vesting requirements so as to provide additional benefits to some of the persons with coverage under both the railroad retirement and social security systems.

The 1974 Act coordinated railroad retirement and social security benefit payments so as to eliminate certain duplications, or windfalls, allowed under previous law. However, the Act provides a dual benefit windfall payment for those retired before 1975, and for future retirees who were qualified for both benefits before 1975 and meet certain vesting requirements. These vesting requirements call for rail service in 1974, or 25 years of rail service by the end of 1974, or a current connection with the rail industry in 1974 or at retirement, or being insured for dual benefits before leaving the rail industry prior to 1974.

The class-action suit had maintained that dual benefit windfall payments should be provided for future retirees qualified for both benefits before 1975, without regard to the additional vesting requirements. Since the Supreme Court upheld the existing provisions, the suit did not cause any changes in current or future dual benefit payments made by the Railroad Retirement Board.

Retirement bill signed into law

On December 23, 1980, President Carter signed into law a bill directing railroad management and labor representatives to present joint recommendations to Congress for resolving the Federal railroad retirement system's financing problems. The bill also provides for a cost-of-living annuity increase payable in July 1981.

Actuarial valuations of the railroad retirement system in 1976 and 1979 indicated long-term financing problems as well as cash-flow problems in the 1980's. Current projections, taking into account current economic conditions, indicate that the system faces cash-flow problems in 1983 unless corrective legislation is enacted in the meantime. The bill directs railroad management and labor representatives to present joint recommendations for corrective legislation to Congress by March 1, 1981.

The bill also extends into 1981 a schedule of cost-of-living increases payable on July 1, which are equal to 32.5% of the annual increase in the Consumer Price Index. This increase is applied to the tier II portion of employee and spouse annuities. The tier I portion, which is the equivalent of a social security benefit, and both tiers of survivor annuities increase automatically by 100% of annual increases in the Consumer Price Index without legislation.

RRB wants to hear from RI-MILW workers

The Railroad Retirement Board is interested in updating its list of those employees available for hire. In anticipation of second and third quarter 1981 hiring needs on midwestern and southern railroads, the board is desirous of hearing from former Rock Island and Milwaukee Road employees who are seeking employment. These former RI and MILW employees should immediately contact their district office at the Railroad Retirement Board and inform the Board of their current status and seniority dates.

The updated available for hire list, which was mandated under the preferential hiring clauses of the Milwaukee Railroad Restructuring Act and the Rock Island Transition and Employee Assistance Act will be coordinated by the Railroad Retirement Board with those carriers seeking new

OFFICES of the U.S. RAILROAD RETIREMENT BOARD

Headquarters
844 RUSH STREET, CHICAGO, ILLINOIS 60611

REGIONAL OFFICES		ZIP CODE
Region 1	101 Marietta Street, Suite 2304, Atlanta, GA.	30303
Region 2	Federal Building, Room 3415, 26 Federal Plaza, New York, N.Y.	10278
Region 3	Anthony J. Celebrezze Federal Bldg., Room 493, 1240 E. 9th Street, Cleveland, OH.	44199
Region 4	Federal Building, Room 257, 601 East 12th Street, Kansas City, MO.	64106
Region 5	Federal Building, Room 7419, 450 Golden Gate Avenue, Box 36043, San Francisco, CA	94102

Washington Liaison
PENNSYLVANIA BUILDING, ROOM 444
425-13th St., N.W. WASHINGTON, DC 20004

WHERE FULL & PART-TIME SERVICE IS PROVIDED

STATE	ZIP CODE	CITY	STREET and NUMBER	REPRESENTATIVE	COM. PHONE NO.
AL	35203	Birmingham	2121 Building, Room 1532, 2121-8th Avenue North	Donald G. Siefferman	205/254-1262
AL	36604	Mobile	951 Government Street, Room 122	Billy F. Ingram	205/690-2129
AZ	85701	Tucson	301 West Congress, Room 4-M, Box FB-40	Richard A. McMurry	602/792-6258
AR	72201	Little Rock	Combined Communications Center, Rm. 308, 3rd & Louisiana Streets	Henry G. Crowe	501/378-5241
CA	93712	Fresno	Bank of California Bldg., 2110 Merced Street, Box 752	P. Joanne Robinson	209/487-5345
CA	90012	Los Angeles	U.S. Courthouse Building, Room 1507, 312 N. Spring Street	Joseph T. Ruzicka	213/688-2890
CA	94612	Oakland	George P. Miller Federal Building, 1515 Clay Street	Vacant	415/273-7821
CA	95825	Sacramento	Federal Building, Room E-1821, 2800 Cottage Way	Jack J. Walknetz	916/484-4358
CA	92401	San Bernardino	568 N. Mountain View	Zana L. Koroulakis	714/383-5581
CA	94102	San Francisco	Federal Building, Rm. 1423, 450 Golden Gate Avenue, Box 36045	Stephen M. Kitlinski	415/556-2590
CO	80201	Denver	183 Custom House, 20th & Stout Streets, P.O. Box 8869	Jacqueline R. Redden	303/837-4311
CT	06510	New Haven	Federal Building, 150 Court Street	James V. Meehan, Jr.	203/773-2044
DC	20036	Washington	1925 L. Street N.W.	John L. Walsh	202/653-6244
FL	33301	Fort Lauderdale	299 E. Broward Blvd., Room 304	Alice L. Blake	305/527-7372
FL	32202	Jacksonville	400 West Bay Street, Room 244, Box 35026	Vernon M. Holland	904/791-2546
FL	33602	Tampa	700 Twiggs Street, Room 707	Leo Moore	813/228-2695
GA	30303	Atlanta	101 Marietta Street Suite 2306	John N. Fontaine	404/221-2841
GA	31401	Savannah	415 W. Broughton Street, Suite 101	Albert Smith	912/944-4267
ID	83201	Pocatello	Federal Building, U.S. Cthse., Rm. 179, 250 South 4th Ave.	Bonnie J. Dahlke	208/236-6925
IL	60604[2]	Chicago	Federal Building, 31st Floor, 230 South Dearborn	Vacant	312/751-4700
IL	62525	Decatur	132 South Water Street, Suite 517, P.O. Box 1291	Rexford E. Elliot	217/423-9747
IL	62040[1-3]	Granite City	1310-21st Street	Harry Vaughn	618/452-2010
IL	60431	Joliet	101 North Joliet Street	Terry L. Clay, Jr.	815/740-2101
IL	61201	Rock Island	U.S.P.S. Building, 211 Nineteenth	James L. McFadden	309/793-5827
IN	47708	Evansville	U.S.P.S. Building, Room 238, 101 N.W. Seventh Street	Thomas C. Pericak	812/423-6871
IN	46805	Fort Wayne	Lakeside II Office Bldg., Suite 145, 2250 Lake Ave.	Shawn L. Stiver	219/422-6131
IN	46401	Gary	Federal Building, 610 Connecticut, Room 221	Clara M. Lewis	219/981-3503
IN	46204	Indianapolis	Federal Building, Room 105, 575 North Pennsylvania St.	Jerry R. Robbins	317/269-6111
IA	50309	Des Moines	Federal Building, Room 709, 210 Walnut Street	Daniel H. Hauser	515/284-4344
KS	66683	Topeka	Federal Building, Room 303, 444 S.E. Quincy	Mary D. Shaver	913/295-2655
KS	67202	Wichita	The Litwin Building, Suite 100-A, 110 North Market Street	William O. Johnson	316/267-6311
KY	40201	Louisville	Federal Bldg., Rm. 377A, 600 Federal Place, P.O. Box 3702	Russell L. Gibbons	502/582-5208
LA	70130	New Orleans	Hale Boggs Federal Building, Room 925, 500 Camp Street	Paul M. Severson	504/589-2597
LA	71101	Shreveport	Federal Bldg., U.S. Cthse., 500 Fannin St., Rm. 3B04	Oran C. Allen	318/226-5022
ME	04101	Portland	Federal Building , P.O. Box 3590, Rm. 2041, 151 Forest Avenue	Karen Canter	207/780-3542
MD	21201	Baltimore	Geo. H. Fallon Federal Ofc. Bldg., Rm. 1029 31 Hopkins Plaza	Nancy F. Furlong	301/962-2550
MA	02208	Boston	U.S. Post Office & Cthse. Bldg. Room 408 P.O. Box 2448	Raymond A. Karwoski	617/223-6541
MA	01103	Springfield	Federal Bldg. & Cthse., Rm. 411, 436 Dwight Street	Vacant	413/781-2420
MI	49829	Escanaba	2805 North Lincoln Road P.O. Box 692	Jean L. Dionne	906/786-7430
MI	48226	Detroit	P.V. McNamara Federal Bldg., 477 W. Michigan Ave. Suite 1990	Michael A. Jansen	313/226-6221
MI	49504	Grand Rapids	Riverview Center Building, Room 420, 678 Front Street, NW	John F. Conway	616/456-2347
MN	55802	Duluth	Federal Building, Room 135, 515 West First Street	Vertone C. Lukone	218/727-6692
MN	55101	St. Paul	910 Bremer Towers 82 East 7th Street	Brian P. Running	612/725-7491
MS	39201	Jackson	Federal Building, Room 1007, 100 W. Capitol Street	Daniel P. Wagner	601/960-4229
MO	64106	Kansas City	Federal Building, Room 258, 601 East 12th Street	Lyndon J. Lang	816/374-5742
MO	65301	Sedalia	Federal Building, Room 204, 319 S. Lamine Avenue	Richard E. Jones	816/826-4383
MO	63103	St. Louis	1430 Olive Street, Room 203	Phyllis A. Scott	314/425-5051
MO	65806	Springfield	Bank of Springfield Office Center, Room 612, 300 S. Jefferson	Al Rudolph	417/831-4417
MT	59103	Billings	Federal Bldg., Rm. 1445, 316 North 26th St., P.O. Box 1351	Judith R. Bell	406/657-6271
NE	69101	North Platte	U.S.P.O. Cths. 300 East Third Street, Post Office Box 1103	Leonard W. Parrish	308/532-3577
NE	68102	Omaha	New Federal Building, Room 1010, 215 N. 17th Street	Merle R. Shreffler	402/221-4641
NJ	07102	Newark	New Federal Building, Room 707, 970 Broad Street	Meredith L. Sacchiero	201/645-3990
NM	87102	Albuquerque	Rosenwald Building, Suite 13 320 Central S.W.	William B. Kiehlbauch	505/766-2396
NM	87301	Gallup	Federal Bldg., Hill Ave. and Third St., Rm. 130, P.O. Box 910	Skirmuntas Radvila	505/863-4151
NY	12207	Albany	Leo W. O'Brien Fed. Bldg., Rm. 264, Clinton Ave. and N. Pearl Sts.	William J. Curry	518/472-4228
NY	14202	Buffalo	Federal Building, Room 1106, 111 West Huron Street	Cornelius O. Robinson	716/846-4141
NY	14901	Elmira	Mark Twain Building 168 North Main Street	Bettie B. Marchinock	607/734-8464
NY	11801	Hicksville	183 S. Broadway, Third Floor, Room 310	Harold H. Banker, Jr.	516/681-8080
NY	10278	New York	Federal Building, Room 3404, 26 Federal Plaza	William Buchala	212/264-9820
NY	13260	Syracuse	U.S. Courthouse & Fed. Bldg., 100 S. Clinton St., Rm. 525	Neil N. Birdeau	315/423-5480
NC	28205	Charlotte	Mart Office Bldg., Rm. BB-503, 800 Briar Creek Rd., (at Independence)	Marion E. Hall	704/371-6115
NC	27611	Raleigh	Federal Building, Room 238, 310 New Bern Avenue	Julius M. Majeski	919/755-4343
ND	58107	Fargo	U.S. P.O. Bldg., Rm. 219, 657 Second Ave., North, P.O. Box 383	Jean R. Hesson	701/237-5771
OH	45202	Cincinnati	Federal Building, Room 1030, 550 Main Street	James R. Erven, Jr.	513/684-3188
OH	44199	Cleveland	Anthony J. Celebrezze Federal Bldg., Rm. 401, 1240 E. 9th Street	Vacant	216/522-4053
OH	43215	Columbus	Federal Building, U.S. Cthse., Room 216, 85 Marconi Boulevard	Robert J. Lewis	614/469-5562
OH	43604	Toledo	Federal Building, Room 321, 234 Summit Street	Eileen Howell	419/259-7442
OH	44503	Youngstown	Dollar Bank Building, Room 601, Central Square	Ellen M. Slick	216/746-6338
OK	73102	Oklahoma City	146 Post Office Building, North Robinson & Dean A. McGee Avenue	David L. Tuley	405/231-4771
OK	74103	Tulsa	333 West Fourth Street, Room 3339	Ruby E. Kay	918/581-7402
OR	97201	Portland	U.S. Railroad Retirement Board Suite 650 111 S.W. Columbia	Lynn P. Gibby	503/221-2143
PA	16603	Altoona	615 Howard Avenue, Room 10, P.O. Box 990	Ethel Luciano	814/946-3601
PA	17108	Harrisburg	Federal Building, Room 504, 228 Walnut Street, Box B	James P. Biglin	717/782-4490
PA	19106	Philadelphia	Wm. J. Green Jr. Federal Bldg., Rm. 7224, 600 Arch Street	Harry P. Paul	215/597-4546
PA	15222	Pittsburgh	Park Building, Room 1327, 355 Fifth Avenue	David R. Blakney	412/644-2696
PA	18503	Scranton	U.S. P.O. & Cthse., Washington Ave. & Linden St., Room 301	Joseph R. Heffron	717/346-5774
TN	37919	Knoxville	1111 Northshore Drive, Bldg. 1, Room 237, Drawer 139	Lon D. Shoopman	615/637-9300
TN	38103	Memphis	Clifford Davis Federal Building, Room 9, 167 N. Main Street	Vacant	901/521-3274
TN	37203	Nashville	108 Federal Building, U.S. Courthouse, 801 Broadway	Lawrence J. LaRocque	615/251-5131
TX	79101	Amarillo	Federal Bldg. & U.S. Courthouse, Rm. 118, 205 East 5th St.	James A. Camp	806/376-2216
TX	75242	Dallas	1100 Commerce Street, Room 3 D 14	Barbara M. Jordan	214/767-0433
TX	79954	El Paso	303 North Oregon, P.O. Box 5311	Richard Baird	915/543-7644
TX	76102	Ft. Worth	819 Taylor Street, Room 10 A 36	Ernest M. Hayes	817/334-2638
TX	77208	Houston	Federal Office Bldg., Rm. 2615, 515 Rusk St., P.O. Box 61166	James A. Szoeke	713/226-4338
TX	78206	San Antonio	Federal Building, Room A 417, 727 East Durango	Ernest C. Medina	512/229-6155
UT	84111	Salt Lake City	IRS Building, Suite 102, 469 South 400 East	Norma S. Barton	801/524-5725
VA	23510	Norfolk	Federal Building Room 801 200 Granby Mall	Catherine C. Seldon	804/441-3335
VA	23240	Richmond	Federal Office Bldg., Rm. 1207, 400 N. Eight St., P.O. Box 10006	William Walker	804/782-2997
VA	24011	Roanoke	Richard Poff Fed. Bldg., Rm. 739, 210 Franklin Rd., S.W., P.O. Box 270	Patrick W. Graves	703/982-6335
WA	98174	Seattle	Federal Building, Room 3210, 915 Second Avenue	Virgle Seaton	206/442-5483
WA	99201	Spokane	U.S. Courthouse, Room 492, West 920 Riverside Avenue	Gale E. Bair	509/456-4624
WV	25721	Huntington	1415 6th Ave., P.O. Box 2153	Richard N. Chafin	304/529-5561
WI	54701	Eau Claire	Federal Building, Rm. 19, 500 South Barstow Street	Bruce P. Running	715/832-1001
WI	53202	Milwaukee	Lewis Center Bldg., Room 410, 615 East Michigan Street	Thomas P. Hammersley	414/291-3961

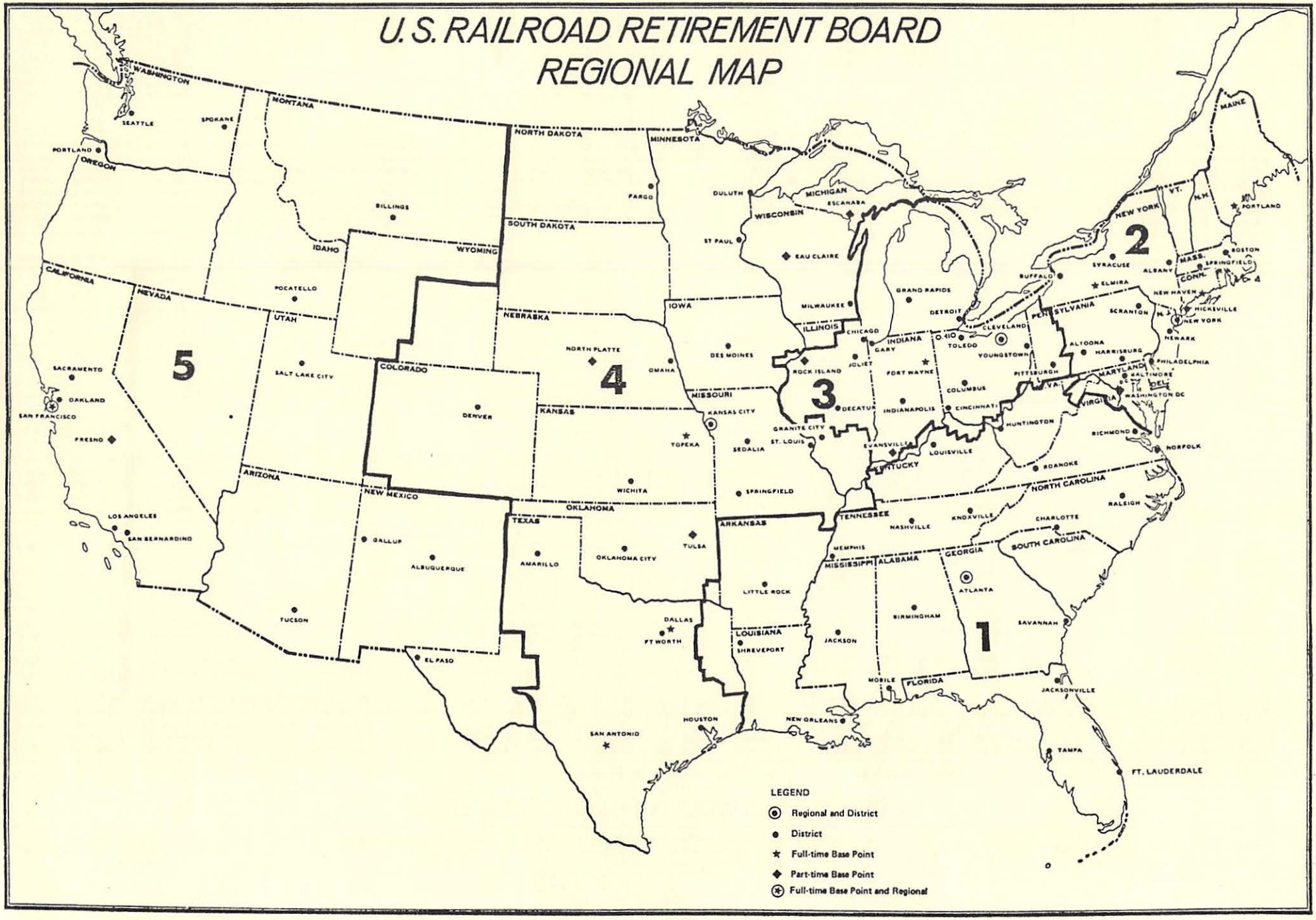
Regional Office

FOOTNOTE LEGEND: [1] Change of Address [2] Change of Representative [3] Change of Phone No.

T–83

1–1–81

U.S. RAILROAD RETIREMENT BOARD
REGIONAL MAP



employees. Also, where appropriate these new jobs will be filed under the provisions of the March 4, 1980 agreement.

Signalmen schedule 3 regional meetings

Brotherhood of Railroad Signalmen will be holding three regional meetings this year. More details will be published when available.

Saturday, April 25, 1981 will be the date for a regional meeting in Fort Worth, Texas.

May 16, 1981, a Saturday, will be the date of a regional meeting in St. Louis, Missouri.

On Saturday, June 13, 1981, a regional meeting will be held in Pittsburgh, Pennsylvania.

Crane endangers railway unionization

Congressman Phillip Crane (Rep. IL) has introduced a bill into the House of Representatives in the 97th Congress which will eliminate the union shop in the railroad industry. Crane's proposal, known as HR 863, states: "Section 2. The Railway Labor Act is amended by striking out the eleventh paragraph of section 2.

The 11th paragraph of Section 2 of the Railway Labor Act states that "... this act shall be permitted (a) to make agreements, requiring, as a condition of continued employment, that within sixty days following the beginning of such employment, or the effective date of such agreements, whichever is the later, all employees shall become members of the labor organization representing their craft or class..."

Paragraph (b) of the RLA goes on to provide for dues deduction by the carriers, of union dues.

Paragraph (c) and (d) of the 11th paragraph are concerned with technicalities of the application of the so-called union shop in the railway industry.

Thus, passage of HR 863 as now proposed, would eliminate the union shop requirement of the Railway Labor Act.

Retirement board makes new appointments

Robert S. Kaufman has been appointed acting director of the Bureau of Retirement Claims succeeding H. P. Gibbons, retired. Kenneth C. Marz is appointed acting assistant director, succeeding Thomas J. Bodkin, retired. Kaufman has served as the Bureau's chief of planning, procedures and systems and Marz has been serving as chief of retirement and survivor benefits.

Retirement bills are introduced

Six bills dealing with certain inequities in the Railroad Retirement Act have been introduced into the House of Representatives by Congressman James L. Oberstar, Democrat from Minnesota's 8th congressional district. A brief resume of the bills follow:

H.R. 1260 amends the Railroad Retirement Act to continue a survivor's annuity to any railroad widow or widower who remarries after age 60. It provides that any widow or widower who remarries before age 60 will have full entitlement under the Railroad Retirement Act reinstated if the new marriage ends.

The same bill authorizes the Social Security Administration to pay to any divorced spouse of a railroad employee the same benefit he or she would have received had all work of both husband and wife been in employment covered by the Social Security Act.

H.R. 1261 amends the Railroad Retirement Act to insure that surviving dependent parents of railroad workers receive the same benefit payable to surviving dependent parents of deceased workers who were insured under the Social Security Act.

H.R. 1262 amends the Railroad Retirement Act to provide that an individual with 25 years of railroad work will not lose his current connection if he leaves railroad employment and works in other employment prior to qualifying for railroad benefits.

H.R. 1263 amends the Railroad Retirement Act to provide benefits to disabled spouses of annuitants and to spouses of disabled annuitants who are in need of aid and attendance.

H.R. 1264 amends the Railroad Retirement Act to eliminate the offset of benefits based on military service.

H.R. 1265 amends the Railroad Retirement Act to insure that workers leaving railroad employment to enter military service receive credit for those years of service when they return to railroad employment.

Rail evangelists to meet in IN in July

"Uplifting Christ on the nation's railroads" is the objective of the Railroad Evangelistic Association. The 1981 national convention will be held July 20-24 at the International Friendship House at Winona Lake, Indiana. This is REA's 40th anniversary. All railroad and other transportation employees (both active and retired) and their families are invited to attend. Rooms and meals are available at a reasonable cost.

For information and a free copy of the official publication, *The Railroad Evangelist,* write to Esther Peterson, associate editor, Box 253, Gildford, MT 59525.

Mrs. Peterson and her son are Burlington Northern employees, and her husband Glenn is BN ctc maintainer at Gildford.

Successful arbitration described in detail

In a recently released book titled *"Successful Arbitration"* by authors Randall D. Elkin and Thomas L. Hewitt, there is described four real life arbitration cases. The authors' approach is to briefly describe basics of arbitration and then in four specific instances discuss the issue involved, the contract language, background and provide guidelines for preparation of the union's position before an arbitrator. Also, discussed are the results of the arbitrator's decision or the outcome of the hearing.

The four specific cases are as follows:

1- A hearing on contract interpretation of emergency personal days.

2- Appropriate filing of a grievance interpreting calendar days, transfers, and seniority.

3- Discipline and discharge for personal misconduct.

4- Discipline and discharge for theft.

Also included in the publication are the arbitration hearing position statements of both labor and management.

One of the authors, Thomas L. Hewitt, is a professional arbitrator and has heard over 750 arbitration cases. The other author, Randall D. Elkin, was educated at Iowa State University, has authored several articles on collective bargaining and teaches arbitration and negotiation courses for both management and union practitioners. Elkin is director of the industrial relations graduate program and associate professor of economics and industrial relations at West Virginia University. Hewitt is also a professor at the University of Pittsburgh and teaches labor relation seminars there.

Successful Arbitration by Randall D. Elkins and Thomas L. Hewitt is published by Reston Publishing Company, Inc., 11480 Sunset Hills Road, Reston, VA 22090. Price is $6.95.

Rail unions talk on fare increases

The Regional Transportation Authority that handles commuter and mass transit service in Chicago area and six counties did increase fares in January of this year. Hearings were held before the fare increases went into effect. At those hearings, the Illinois Railroad Labor Legislative committee submitted a statement expressing its position. The following unions and their representatives were involved in the joint submission: George J. Nixon, Jr., American Train Dispatchers Association; Robert D. Fritz, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employes; Donald L. Lindsey, Brotherhood of Locomotive Engineers; Winston C. Harbicht, Brotherhood of Maintenance of Way Employes; W. W. Lauer, Brotherhood of Railroad Signalmen and Patrick W. Simmons, United Transportation Union.

Here is the union statement:

Our members are employed by the various commuter railroads, and also by the Safeway bus company. We have a decided interest in promoting mass transportation, because it provides the livelihood for so many of our members. Further, as residents of the various communities in the involved 6-county area, we have a stake in the economic well-being of our communities. A sound and expanding mass transportation network benefits all citizens and residents of this area, and promotes the economic growth which is so vital to all of us.

The Illinois Railroad Labor Legislative Committee has been active on the legislative scene in Springfield seeking to expand the funding for Regional Transportation Authority ("RTA"). We support the efforts of RTA to maintain present service, and to expand mass transportation operations in the future.

While we support RTA's efforts, we are in opposition to fare increases if they will divert substantial patronage from the carriers. Our highways are already too congested. We have a vital concern regarding the environmental hazards of increasing motor vehicle traffic, and it is in the local and national interest that there be fuel conservation programs. A major reason for our support of financial assistance for mass transit is to reduce dependence upon the private automobile, for the latter only creates greater demand for public funds for highway maintenance and development.

The fare increases would be substantial, as presently proposed by RTA to become effective January 1, 1981, and again on August 1, 1981. While we are not experts on the subject of market demand analysis, we have a "guesstimate" based upon the daily contact between the transportation carrier employee and the traveling public, that there would be a substantial diversion of business if the fare hikes take effect as presently proposed. At the same time, we recognize the inflationary trends in the local and national economy, and appreciate that some fare

increases may be warranted and justified based upon these developments. Our concern is to minimize diversion of patrons from the mass transportation carriers.

The proposed reductions in service are drastic. The Burlington Northern commuter service would suffer a 23.5% reduction in trains; the Illinois Central Gulf service would be slashed by 28.4%; the Milwaukee Road trains would be reduced by 31.4%; the Chicago & North Western would reduce its trains by 32.9%; the figure for the Rock Island district is a 26.5% cut in trains; and the South Shore would reduce its train service to and from Chicago by 37.9%. The proposed elimination of certain Safeway bus runs would displace at least 600 daily riders.

These proposed reductions in service would seriously affect our members. We would anticipate substantial consequences in the form of unemployment, and the quality of life in our communities would suffer impairment by increased highway congestion. In addition, we anticipate there would be fewer trips to downtown Chicago for the purposes of business, shopping, recreation, employment, and other activities.

In short, we see disaster for our members and for our communities if the proposed service reductions are allowed to take effect, and this undoubtedly will be compounded by the further diversionary impact of fare increases.

We ask that RTA defer or postpone the service reductions, as well as the fare increases, until renewed efforts may be successful for further financial assistance from the state and federal levels.

We offer our assistance in legislative matters to secure additional help for mass transportation facilities and services.

Got your BofRS questionnaire? We want your opinion on the 1981 wage and fringe benefit notice that was printed on page 8 of the January-February issue of The Signalman's Journal. If you have not received your questionnaire by now, write to Tom Bates asking for one.

There is a hitch in everything

The following interesting item is taken from W. D. Corn's Newsletter and should be of interest to our members. Brother Corn is general chairman on the Missouri Pacific.

With his thumb, a hitch-hiker says: "You furnish the gas, car, attend to the repairs and upkeep, supply the insurance — and I'll ride with you . . . but, if you have an accident, I'll sue you for damages."

It sounds pretty one-sided, but one wonders how many hitch-hikers there are in many organizations.

Many members seem to say, "You go to the meetings, serve on the committees, do the paper work, study the issues, take care of things that need doing, and I'll just go along for the ride.

"If things don't suit my fancy, I'll complain, criticize, and probably won't go to any more meetings."

Hitch-hiker or driver . . . which kind of member are you?

Signalman is in labor program

W. Dan Pickett, grand lodge representative, Brotherhood of Railroad Signalmen, successfully completed the two-week annual program at the George Meaney Center for Labor Studies designed specifically for people new on the staffs of their union.

The group took part in sessions on the skills needed in organizing, bargaining and servicing. Classes also dealt with the history, structure and current problems of the labor movement. The need for more effective legislative and political action was stressed in classes and during a one-day visit to Congress where participants spent time in the House and Senate.

C&S to hold meeting in Chicago

The Communication & Signal Division, AAR, annual meeting will be held Monday through Wednesday, October 5-7, 1981, in the Palmer House in Chicago, Illinois.

As has been done in the past there will be exhibits of signal and communications equipment at this annual meeting. Exhibits are sponsored by the Railway Systems Suppliers, Inc.

Guide to labor law is now available

The *Labor Guide to Labor Law* offers a much needed analysis of issues from Labor's point of view. Chapters progress through each stage of union growth and include data on union organizing rights, elections, bargainings, strikes, picketing and the conduct of internal union business.

Chapters cover the following subjects: Federal regulation of labor management relations; the collective bargaining unit; union organizing rights and employer response; protection of the employee's right to union representation; the duty to bargain; strikes, striker rights and lockouts; picketing and related activity; union regulation of work and the anti-trust laws; enforcement of collective bargaining agreements and the duty to arbitrate; union membership and union security; rights and responsibilities of union members; duty of fair representation; unions and equal employment opportunity and federal state relationships and labor relations.

The author, Bruce Feldacker, is a labor attorney who has represented unions since 1969. He has his JD law degree from the University of Chicago law school and a LLM in labor law from Georgetown University law center.

Labor Guide to Labor Law is published by Reston Publishing Company, Inc., 11480 Sunset Hills Road, Reston, VA, 22090. Price is $24.95.

SC&E engineer gets award

Belknap Freeman, senior communications & signals-electric traction engineer, Amtrak, has been named Engineer of the Year by the Delaware County Chapter of the Pennsylvania Society of Professional Engineers.

Freeman was honored by the chapter at a dinner on February 18 at the Towne House, Media, as part of the observance of National Engineers Week held February 22 through 28.

A man of many talents, Freeman not only has pursued his profession as an electrical engineer for which he holds a BS degree from Carnegia Institute of Technology, but he also is an inventor, published writer in his field, and a retired Colonel with the United States Air Force.

Freeman began his railroad career in 1941 with the Pennsylvania Railroad as a signalman apprentice. By the time of Penn Central merger 27 years later he had risen through the ranks to become asst. manager, communications planning and operations. In 1976 he joined Amtrak as assistant director communications and signals, Northeast Corridor.

Like many men and women of his time, his long railroad career was interrupted briefly by World War II. He joined the Army Engineers in 1942 as a private and retired in 1973 as a Colonel, (Air Force communications officer). He was awarded an Air Force Commendation Medal by the Air Force Communications Commander for his many contributions in the communications field. Most significant was his study for a voice computer aided system for surveillance of air/ground navigation and communications and meteorological facilities.

He has published numerous papers including one on the benefits of railroad electrification and holds patent rights on a sophisticated signal system.

Freeman is a registered professional engineer in twelve states and the District of Columbia, is a member of numerous professional societies, including the National Society of Professional Engineers, and is a life member of the Retired Officers Assn.

Signal training book available

Through the kind permission of Canadian National, the Brotherhood of Railroad Signalmen is reprinting CN's 4-volume Signal Training course. This book, in one 3-ring binder, is expected to be available about May 1. At press time of this issue, the price had not been set, but it will be announced in the May issue of *The Signalman's Journal.* Watch for this one-page announcement with a coupon for ordering.

To give you an idea of what is contained in this signal training book, here are the contents of the 4-volumes included in the one binder.

Volume: 1 — how to study; 2 — signaling; 3 — multimeter; 4 — energy distribution; 5 — batteries; 6 — direct current relays; 7 — track appliances; 8 — understanding circuits; 9 — track circuits; 10 — trouble shooting.

Volume II: 1 — review; 2 — DC relays; 3 — light signals; 4 — switch circuit controller; 5 — spring switch mechanism; 6 — automatic block signals; 7 —

highway crossing protection; 8 — highway crossing bell; 9 — highway crossing gate.

Volume III: 1 — review; 2 — DC relays; 3 — power operated switch machines; 4 — coded track circuits; 5 — electric switch lock; 6 — centralized traffic control systems.

Volume IV: 1 — review vol. I; 2 — review vol. II; 3 — review vol. III; 4 — style C track circuit; 5 — automatic interlocking; 6 — hotbox detector; 7 — overlay track circuits.

Southern plans for ctc in '81

Southern Railway's capital spending plan for 1981 include $7.5 million for continued upgrading and expansion of centralized traffic control.

DOT officials named by President

Andrew (Drew) Lewis, formerly trustee of the Reading Company is the new Secretary of Transportation.

President Reagan has nominated Robert W. Blanchette, former trustee of the Penn Central, to be administrator of the Federal Railroad Administration. Blanchette's other railroad experience included five years as general counsel to the trustees of the former New York, New Haven & Hartford.

President Reagan also nominated John M. Fowler, vice president and chief financial officer of the Reading Company, to be general counsel of the Department of Transportation.

Brochure describes microprocessor

Bulletin 353 describes the new Micro-700 microprocessor system for centralized traffic control. The Union Switch & Signal Micro-700 is designed for ctc installations or for replacement of existing ctc office control equipment. The bulletin describes the basic system configuration and performance standards of the Micro-700 system. Included is a basic system configuration, power requirement, temperature range and card file data.

For more information, write for Bulletin 353, Union Switch & Signal Division, American Standard Inc., 1789 Braddock Ave., Swissvale, PA 15218.

Obituaries

Gilbert Cornwell, 69, retired signalman for the Chesapeake & Ohio at Ashland, KY, died January 3, 1981. Brother "Gib", as he was known, was a member of Evans Lodge 221. He had completed 30 years of service when he retired in July, 1974. Brother Cornwell had been a maintainer at Ashland, KY, and then for several years he had been in system construction gangs working as a signalman. He is survived by four sons, Robert, Gary and Leonard of Catlettsburg, KY, and Charles of Mesa, AZ. A daughter, Mrs. Carl Rakes, of Catlettsburg, KY, is also one of his survivors. Brother Cornwell, a resident of Catlettsburg, was a member of the United Baptist church there. The officers and members of Evans Lodge 221 extend their deepest sympathies to his family.

Charles L. Crimmins, retired signal helper for the Maine Central in Augusta, ME, died January 15, 1981. Brother Crimmins had completed 43 years of service when he retired in July, 1967. He was a member of Local Lodge 115.

Frederick R. Lacey, retired engineer of signal construction for the Long Island, died June 27, 1980. Brother Lacey had been active in Aeriel Lodge 56 when he was a signalman and later signal maintainer. In 1960 he was promoted to engineer of signal construction, the position he held at the time of his retirement in 1967. At that time he had completed 38 years of service with the LI.

Clarence L. Montgomery, retired signal maintainer for the Milwaukee Road at Davenport, IA, died January 12, 1981. Brother Montgomery was 86 at the time of his death. He had completed over 51 years of service with the railway when he retired in September, 1959. He was a member of Local Lodge 219.

George A. Pace, retired signal maintainer for the Missouri Pacific at Washington, MO, died last Fall. Brother Pace had completed 46 years of service when he retired in July, 1973. He was a member of Missouri Lodge 72.

Donald L. Smith, retired signal department employee of the former Penn Central, died last year. Brother Smith was a resident of Winamac, IN. He was a member of Jackson City Lodge 28.

Summary of claims based upon alleged violation of Signal Rules, Standards & Instructions settled pursuant to the Federal Claims Collection Act

January-September, 1980

Railroad	No. of Claims	(terminated)	POCA	PRCA	Settlement
Amtrak	6		$ 6,000	———	$ 3,600
Baltimore & Ohio	13		26,500	———	15,700
Boston & Maine	21	(21 terminated)	21,000	———	———
Burlington Northern	9	(4 terminated)	9,000	$ 4,000	3,060
Chesapeake & Ohio	43	(6 terminated)	44,500	23,500	24,500
Chicago & North Western	37	(13 terminated)	46,000	33,000	21,000
Clinchfield	13		13,000	———	8,100
ConRail	187	(12 terminated)	187,000	66,500	58,900
Duluth, Winnipeg & Pacific	1		1,000	———	250
Florida East Coast	4		4,000	———	2,350
Green Bay & Western	1		1,000	———	———
Houston Belt & Terminal	5		5,000	———	3,200
Illinois Central Gulf	136	(62 terminated)	136,000	48,000	45,000
Illinois Terminal	2		2,000	———	1,000
Kansas City Southern	13		13,000	———	8,450
Milwaukee Road	12		12,000	———	7,000
Missouri-Kansas-Texas	23	(9 terminated)	23,000	9,000	9,125
Missouri Pacific	39		40,500	———	25,000
New Orleans Public Belt	1		1,000	———	1,000
Norfolk & Western	15	(2 terminated)	18,000	15,000	9,600
Norfolk, Franklin & Danville	1		1,000	———	500
St. Louis-San Francisco	2	(1 terminated)	2,000	1,000	800
St. Louis Southwestern	2	(1 terminated)	2,000	1,000	500
Santa Fe	17	(1 terminated)	17,000	4,000	9,900
Seaboard Coast Line	18	(2 terminated)	18,000	10,000	10,400
Southern Pacific	1		1,000	———	500
Terminal RR Association of St. Louis	3		3,000	———	2,100
Union Pacific	42	(1 terminated)	52,500	39,000	32,277
Western Pacific	1		1,000	———	500
Totals	**668**	**(135 terminated)**	**$706,500**	**$254,000**	**$304,312**

LEGEND:

POCA—Potential Collectable Amount. This is the Amount contained on our original demand letter to Carrier.

PRCA—Provable Collectable Amount. This is the maximum statutory penalty that could be assessed after the amount for claims terminated is subtracted from the Potential Collectable Amount. This figure reflects the amount FRA could realistically expect to collect if the matter were litigated. It is based upon evidence not available to FRA at the time of the original demand (POCA).

Signal fines rise, claims fall

As indicated on the cover graph, the number of claims of violations of the Signal Inspection Act have dropped during recent years, but the amount of fines collected by the Federal Railroad Administration has dramatically increased. The actual figures are as follows: Number of claims in 1976 were 2,003; rose to 8,832 in 1977; dropped to 1,113 in 1978; and down to 309 in 1979; and increased to 891 in 1980. These figures are computed for calendar years taken from data supplied by the Federal Railroad Administration.

In the amount of money collected over this period the dollar trend line is as follows: 1976 — $71,958; 1977 — $199,467; 1978 — $73,790; 1979 — $161,592

Summary of claims based upon alleged violations of Hours of Service law settled pursuant to the Federal Claims Collection Act

December, 1979

Railroad	No. of Claims (terminated)		POCA	PRCA	Settlement
Conrail	47		$23,500	———	$13,630
Detroit & Toledo Shore Line	10	(5 terminated)	5,000	$2,500	2,500
Louisville & Nashville	1		500	———	351
Missouri-Kansas-Texas	1		500	———	208
Southern	9	(1 terminated)	4,500	4,000	400
Union Pacific	20		10,000	———	5,900
Totals	**88**	**(6 terminated)**	**$44,000**	**$6,500**	**$12,989**

January-September 30, 1980

Railroad	No. of Claims (terminated)		POCA	PRCA	Settlement
Amtrak	31	(24 terminated	$15,500	$2,500	$ 2,150
Baltimore & Ohio	6		3,000	———	2,100
Boston & Maine	8		4,000	———	2,560
Burlington Northern	1		500	———	300
Chicago & North Western	48		24,000	———	14,400
Missouri Pacific	2	(1 terminated)	1,000	500	400
Santa Fe	6		31,000	———	2,000
Southern Pacific	9	(6 terminated)	4,500	500	750
Union Pacific	1		500	———	315
Totals	**112**	**(31 terminated)**	**$56,000**	**$3,500**	**$24,975**

LEGEND:

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PRCA—Provable Collectable Amount. This is the maximum statutory penalty that could be assessed after the amount for claims terminated is subtracted from the Potential Collectable Amount. This figure reflects the amount FRA could realistically expect to collect if the matter were litigated. It is based upon evidence not available to FRA at the time of the original demand (POCA).

Summary of claims based upon alleged violation of Signal Rules, Standards & Instructions settled pursuant to the Federal Claims Collection Act

July 1, 1975-September 30, 1980

Railroad	No. of Claims (terminated)		POCA	PRCA	Settlement
Amtrak	6		$ 6,000	_____	$ 3,600
Boston & Maine	21	(21 terminated)	21,000	_____	_____
Burlington Northern	474	(5 terminated)	59,100	$ 51,100	30,748
Chessie System	56	(6 terminated)	71,000	23,500	40,200
Chicago & North Western	4,057	(2,166 terminated)	448,000	219,700	118,575
ConRail & Predecessors	1,136	(44 terminated)	445,450	143,750	193,640
Denver & Rio Grande Western	4		400	400	400
Duluth Winnipeg & Pacific	1		1,000	_____	250
Family Lines	74	(26 terminated)	53,000	10,500	30,920
Florida East Coast	4		4,000	_____	2,350
Galveston, Houston & Henderson	13		3,700	1,200	3,700
Green Bay & Western	1		1,000	_____	_____
Houston Belt & Terminal	14		5,900	900	4,100
Illinois Central Gulf	555	(142 terminated)	266,400	115,700	81,780
Illinois Terminal	47	(20 terminated)	47,000	25,000	16,000
Kansas City Southern	34		27,200	700	5,925
Long Island	4		400	400	400
Milwaukee Road	199		30,700	18,700	16,700
Missouri-Kansas-Texas	32	(9 terminated)	23,900	9,900	10,000
Missouri Pacific	431	(168 terminated)	106,700	47,700	49,500
New Orleans Public Belt	3		1,200	200	1,200
Norfolk & Western	174	(142 terminated)	33,900	16,900	11,412
Norfolk, Franklin & Danville	1		1,000	_____	500
Port Authority Trans-Hudson	151	(151 terminated)	15,100	_____	250
Santa Fe	97	(77 terminated)	25,000	4,400	10,145
Soo Line	1		1,000	_____	600
Southern Pacific	4,510	(456 terminated)	532,300	401,400	86,450
Terminal RR Association of St. Louis	269	(204 terminated)	275,000	64,500	42,900
Union Pacific	1,120	(129 terminated)	160,300	134,000	87,312
Western Pacific	1		1,000	_____	500
Totals	**13,490**	**(3,766 terminated)**	**$2,667,650**	**$1,290,550**	**$850,057**

LEGEND:

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PRCA—Provable Collectable Amount. This is the maximum statutory penalty that could be assessed after the amount for claims terminated is subtracted from the Potential Collectable Amount. This figure reflects the amount FRA could realistically expect to collect if the matter were litigated. It is based upon evidence not available to FRA at the time of the original demand (POCA).

By now you should have received a Brotherhood of Railroad Signalmen's questionnaire concerning the 1981 wage and fringe benefit notice. Your comments are needed. Please fill out the 4-page form and return promptly.

We want to know what you think. Fill out the questionnaire that you got in the mail this month from President Tom Bates. It won't cost you a cent. We've even provided the return envelope. Let us hear from you.

and in 1980 a total of $405,749 was collected by FRA from the US railroads in fines for signal RS&I violations.

For violations of Hours of Service violations covering signalmen, FRA supplied data, which unfortunately like Signal RS&I violation data covers different periods of time so that comparisons either on a calendar or fiscal year are virtually impossible. For Hours of Service, the raw FRA data is presented with no adjustments to make comparisons.

The latest information covering signal Hours of Service is for Fiscal Year 1980, that is, October 1, 1979 through September 30, 1980. Twenty cases were handled by FRA involving 211 claims in which 40 were terminated. The Potential Collectible Amount was $103,500 with a Provable Collectible Amount of $77,000. The actual amount collected through settlements with the railroads came to $50,674.

The differences between these figures is explained as follows: The initial figure POCA is based upon the number of violations cited. Upon examining the claims, the enforcement division of FRA's chief counsel's office often finds insufficient evidence upon which to prove or prosecute a claim. Discussion is held with the offending railroad and some claims are terminated, often resulting from lack of evidence to prove the claim. Even if claims are not discussed with the railroads, some will be considered "weak" and not worth the bother and expense of going into court to prove, should the railroad protest them.

This leads to PRCA which is a realistic estimate of what could be collected after going to court and proving the case or claim. In most instances, especially where the claims are large in number, FRA will confer with the railroad and between them they will determine the settlement amount. Although the settlement amount may be less than the amount that might be collected in court, no court costs are involved.

All these claims — Hours of Service and Signal RS&I violations — were settled under the Federal Claims Collection Act.

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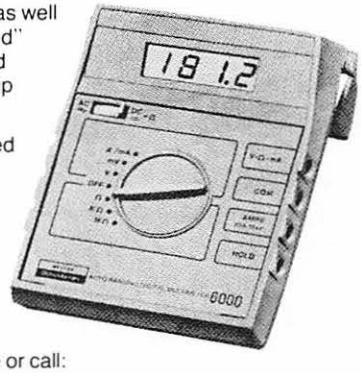

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How to adjust gate mechanisms

When rail highway grade crossing warning devices are installed, there is often a rush to get the equipment into service. Sometimes the gate mechanisms have not been set up properly. So the signal maintainer is left with the job of making adjustments to newly installed gates.

Four signal manufacturers have been asked to supply information on proper procedures and techniques for adjusting gate mechanisms. Each company followed a basic check list. Our thanks to General Railway Signal Co., Safetran Systems Corp., Union Switch & Signal Division, American Standard Inc., and Western-Cullen-Hayes, Inc. for furnishing this valuable information.

General Railway Signal type D gate mechanism

CHECK LIST

1. Check voltage at battery terminals A1 (+) and A4 (−) inside mechanism case (Figure 1). Voltage should be at least 12 volts for gate arms 14-24 feet long, 14 volts for gate arms 25-36 feet long and 16 volts for gate arms 37-40 feet long.

2. Check power leads for grounds.

3. Set horizontal torque by sliding the counterweight(s) back and forth on the support arm(s), or support arm extensions until a scale (located five feet from the center of the main shaft) reads 10 pounds. Proceed as follows:

A. Loosen the bolt(s) securing the counterweights(s).

B. Attach the scale as described above.

C. Raise the gate arm 5 degrees above horizontal and adjust the counterweight(s) until the scale reads 10 pounds (a torque of 50 foot-pounds).

D. After adjustment, tighten bolts(s) securing counterweight(s) just enough to prevent the counterweight(s) from sliding lengthwise in the slot.

4. Set horizontal spring stop by holding elastic stop nut of top compression spring from turning while turning the associated adjusting screw in or out with a second wrench for the desired horizontal position of the gate arm.

5. Set clear position spring stop as follows:

A. Raise gate arm by power to the clear position (90 degrees) and hold the arm in this position.

B. Hold the elastic stop nut of the bottom compression spring from turning while the associated adjusting screw is turned in or out with a second wrench until there is approximately ⅛" clearance between the gear segment and the end of the stop adjusting screw.

C. Power operate the mechanism to check the adjustment.

6. Set clear position torque as follows:

A. Operate the gate to the clear position (90 degrees) where it is held by the hold clear.

B. Attach a scale between the gate arm and pole at a distance, from the centerline of the main shaft, as indicated in Table 1.

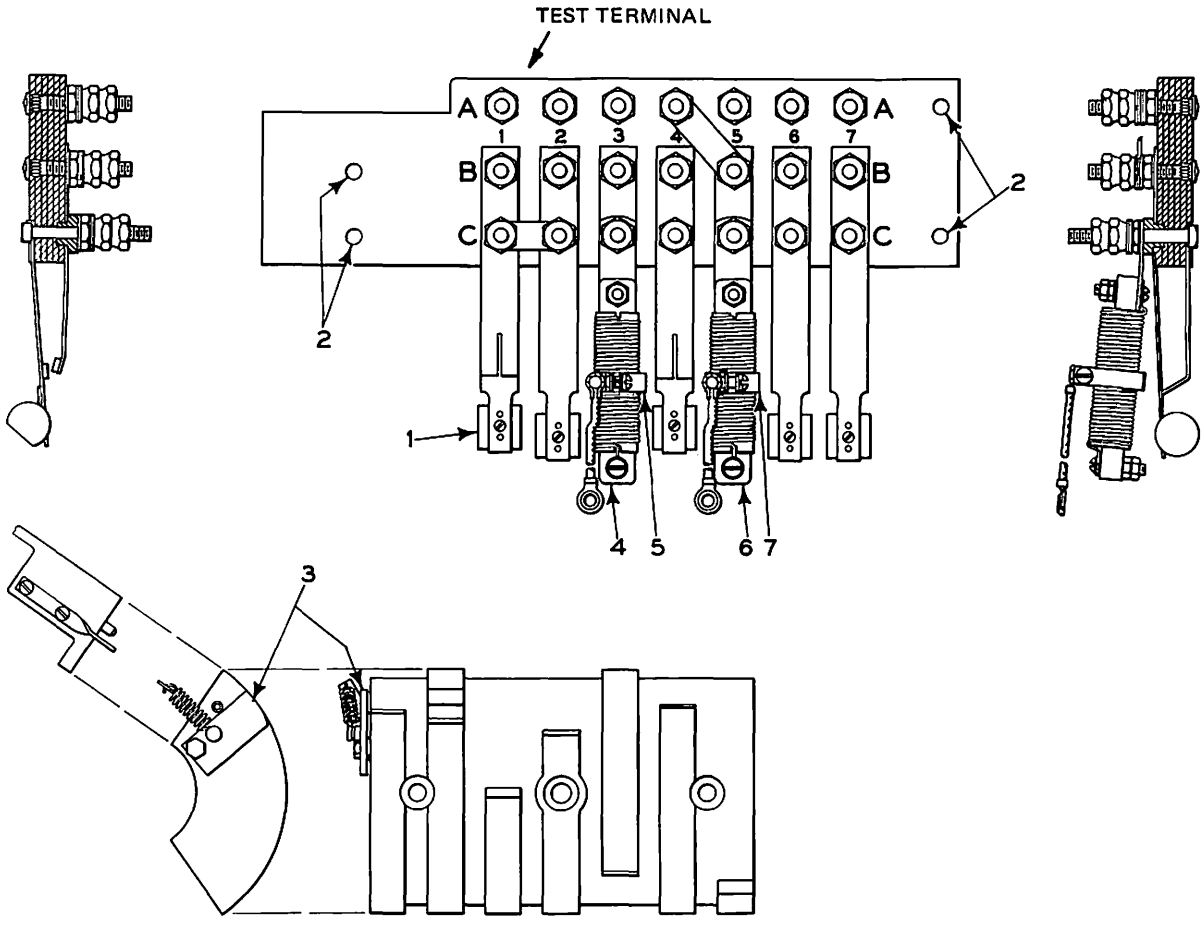
C. Open the motor and hold-clear circuits, which causes the gate arm to fall about 5 degrees against the scale chain. Read the scale and compare with the table.

D. If adjustment is necessary, loosen the nut of the bolt securing the counterweight(s) and shift the counterweight(s) by means of the three adjusting bolts until the scale reading is correct.

E. After adjustment is finalized, secure all bolts and close the motor and hold-clear circuits.

7. Motor cutout contact adjustment is checked by operating the gate by power to the clear position. If the gate arm drives past 90 degrees, shift the lifter (see Figure 1) in space 1 "up". If the gate arm is driving to less than 90 degrees shift this lifter "down".

8. Descending time is adjusted by resistors located on the circuit controller (Figure 1). The gate arm is power-driven down to 50 degrees and then descends by gravity to the horizontal position. To increase the power-down descending time, move strap 5 "down"



Contact Space No.	Function of Contact	Operation of Contact
1	Up motor cutout	Opens at gate clear
2	Hold-clear contact	Closes near gate clear
3	Down motor contact	Closed from gate clear to halfway down
4	Down indication	Closes near gate down
5	Snub resistance shunt	Closes near gate down
6	GPXR control	Closes near gate up
7	Bell control	Opens near gate down

Figure 1—Circuit controller functions and operations

on resistor 4 in space 3. The gravity-down descending time may be increased by moving strap 7 "down" on resistor 6 in space 5. If the adjustment on either resistor is changed, be sure that the slide contacts bear evenly on the resistor windings and that the lock nuts are securely tightened.

The normal descending time should be between 10 and 15 seconds.

9. Clearing time for a 28 foot gate arm is approximately seven seconds at 14 volts. Clearing time varies, depending upon length of the gate arm and other factors. Clearing times should be as follows:

Gate Arm Length (Feet)	Clearing Time (Seconds)
up to 24	6
25 to 36	6 to 8
37 to 40	8 to 10

	Gate Arm Length (Feet)	Gravity Torque in Clear Position (Foot-Lbs.)	Scale Reading (Lbs.)	Distance X Feet	Approx. Lbs. of Counter-weight, Total (See Note)	Nominal Volts	Max. Amps. To Clear Under Normal Conditions
Mount weights on one arm only	14	200	40	5	160	12	8.2
	15	200	40	5	160	12	8.2
	16	200	40	5	185	12	8.2
	17	200	40	5	210	12	8.2
	18	200	40	5	235	12	8.2
	19	200	40	5	260	12	8.2
	20	200	40	5	260	12	8.2
	21	200	40	5	285	12	8.2
	22	200	40	5	285	12	8.2
	23	200	40	5	310	12	8.2
	24	200	40	5	360	12	8.2
Mount weights on both arms	25	220	44	5	370	14	8.7
	26	240	48	5	395	14	9.0
	27	250	50	5	420	14	9.3
	28	266	38	7	470	14	9.7
	29	280	40	7	520	14	10.0
	30	301	43	7	620	14	10.4
Mount weights on both extension arms	31	308	44	7	395	14	10.8
	32	315	45	7	420	14	11.3
	33	343	49	7	445	14	11.8
	34	369	41	9	470	14	12.1
	35	387	43	9	495	14	12.5
	36	405	45	9	520	14	13.1
	37	432	48	9	545	16	13.8
	38	450	50	9	570	16	14.1
	39	470	47	10	595	16	14.4
	40	480	48	10	620	16	14.8

Table 1: Table of clear-position torque values.

NOTE: Will vary somewhat with weight of gate arm and lights. Extensions on counterweight arms of gates 31-to 40-feet long reduce the weight required.

10. Check that all gears are clean and sufficiently lubricated. Wipe the hold-clear armature and pole faces with a clean, dry cloth.

11. For more detailed information on installation, operation and maintenance of GRS Type "D" Gate Mechanism refer to GRS Pamphlet 1410.

Safetran Systems Corp. gate mechanism

CHECK LIST

1. Check voltage at battery terminals inside mechanism. Should be no less than 11 or more than 16 volts.

2. Check B-12 and N-12 for possible grounds.

3. Set horizontal torque at 50 to 100 lbs., with no pressure on top buffer — top buffer controls horizontal position and bottom buffer controls vertical position of arm. On pedestal gate, this is achieved by snubbing spring inside gate.

4. Set horizontal position of gate arm to desired height above roadway by adjusting top buffer, or horizontal stop nuts.

5. Block both power-down and power-up contacts (plastic torque card furnished with some models or credit card etc. should be used to block contacts), position gate arm at approximately 85° and set vertical torque according to the length of arm. Check to see that the segment gear is not touching the bottom buffer, or vertical stop nuts are not touching positive stop during torque settings.

6. Check power-up contact which is adjusted at factory to open at 90°, cam or connecting rod can be adjusted to desired vertical position.

7. Check power-down contact which is adjusted to open at 45°. Cam can be adjusted to open contact as desired. Advance arm to 45° manually to insure power-down circuit.

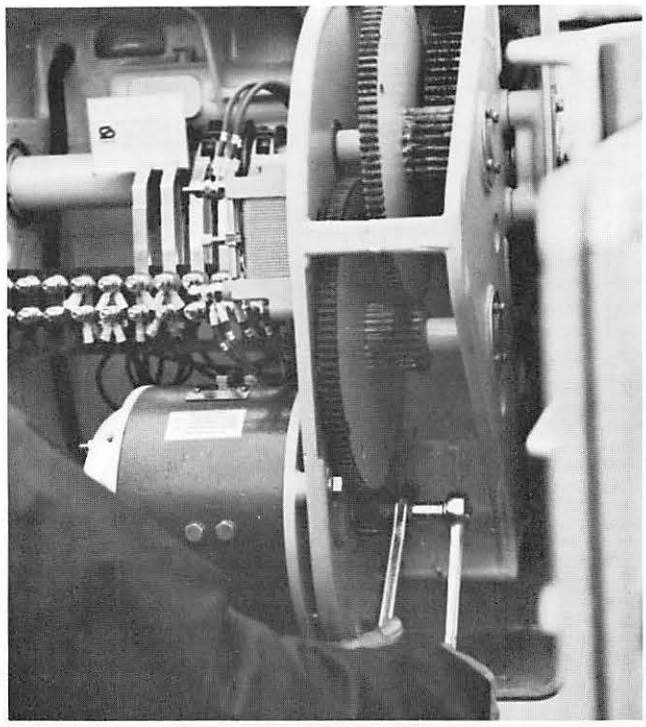
8. Check #5 contact to insure that it is closed at 0 to 5°, this is #2 contact on pedestal gate.

9. Operate gates and check voltage at motor terminals. Voltage should not drop below 11 volts during gate-up cycle.

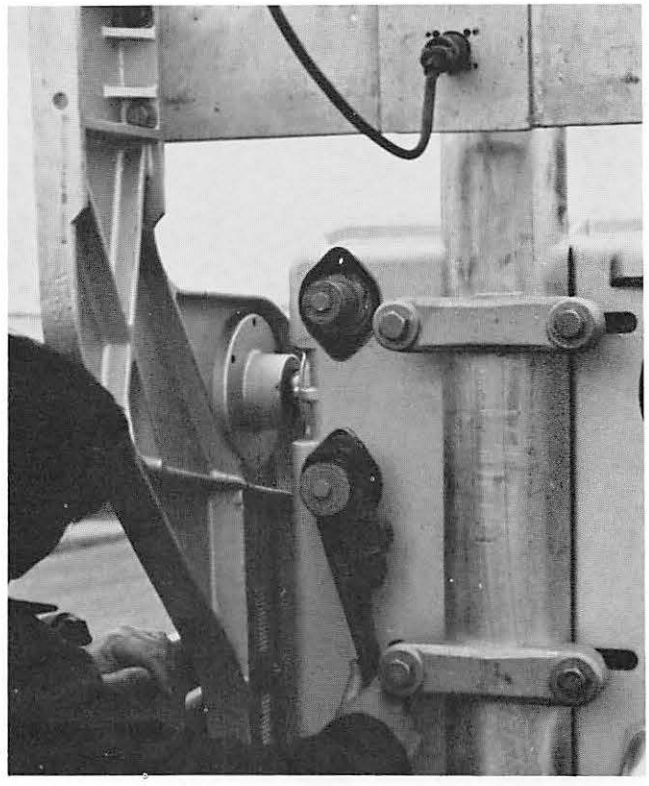
10. Disable power-down circuit by blocking contact and check that gate arm descends by gravity to the horizontal position. The descend time should not be less than 8 or more than 15 seconds.

11. Check gate-up current per gate. Should be 6 to 15 amps. Longer arms require more current.

12. Check power-down current per gate. Should be 6 to 12 amps.

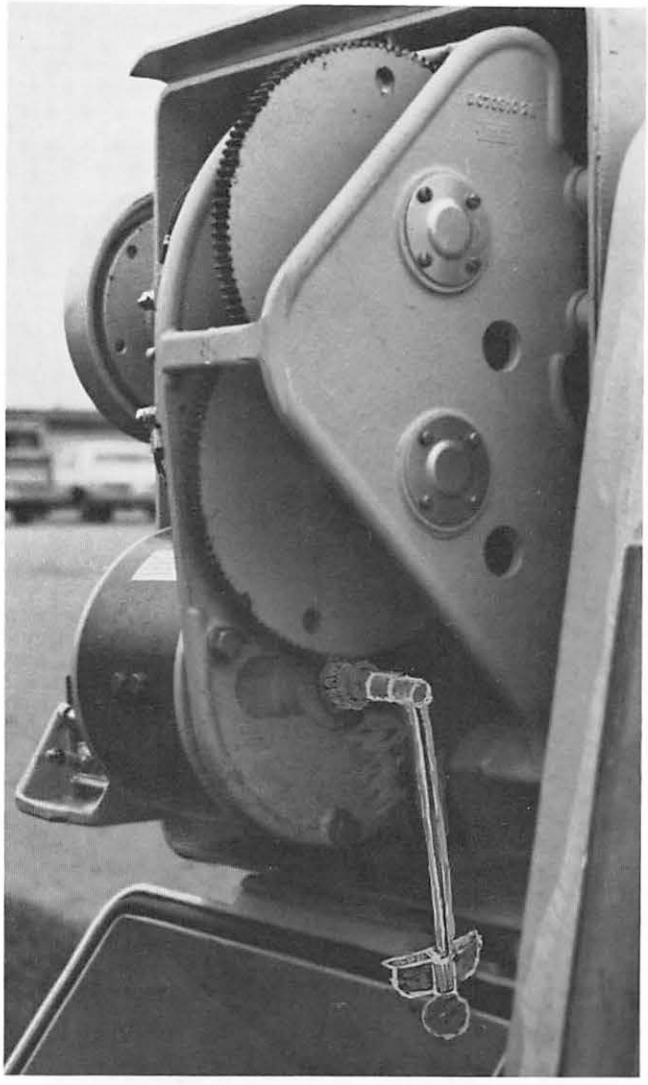


Using two ratchet wrenches to lower gate for replacing a gate arm.



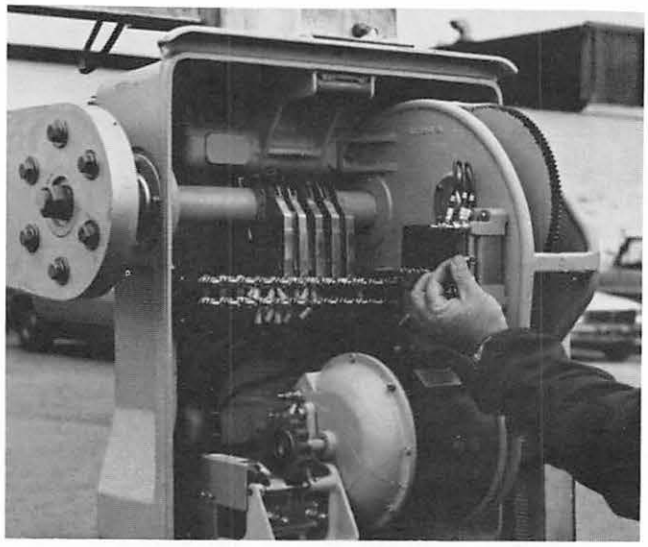
Adjusting buffer for proper clearance with gate in vertical position.

Safetran gate mechanism

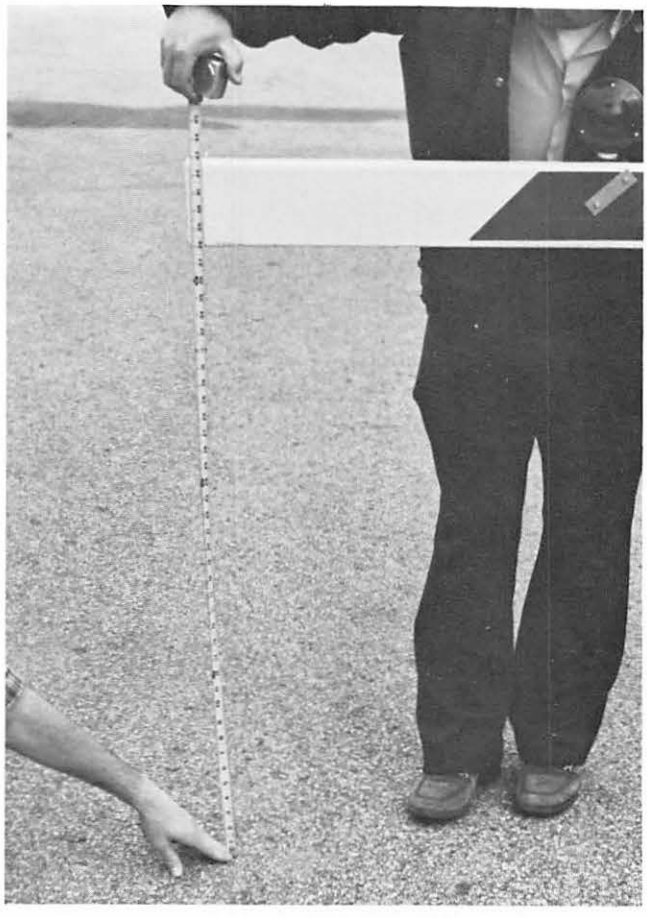


Torque wrench in place for measuring vertical or horizontal torque-vertical in this case.

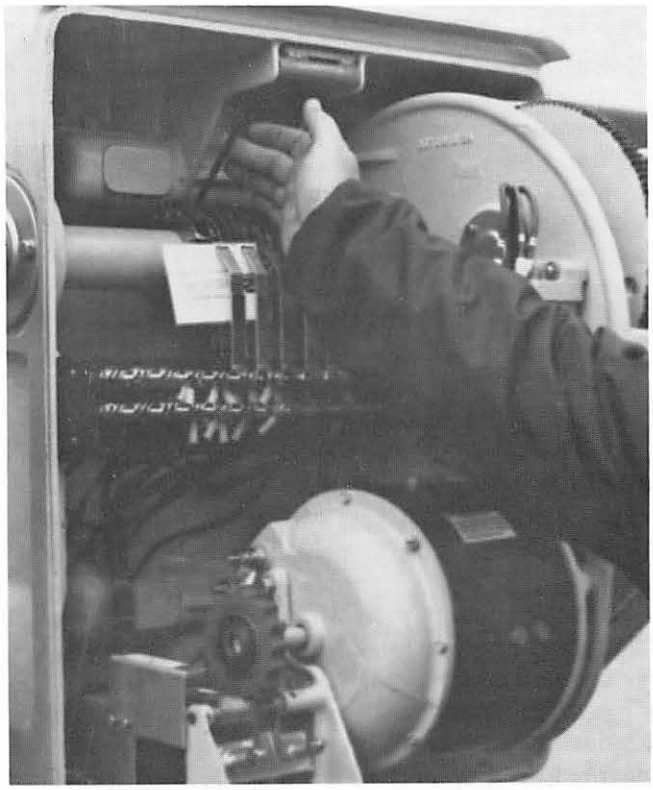
Adjusting buffer for proper horizontal position.



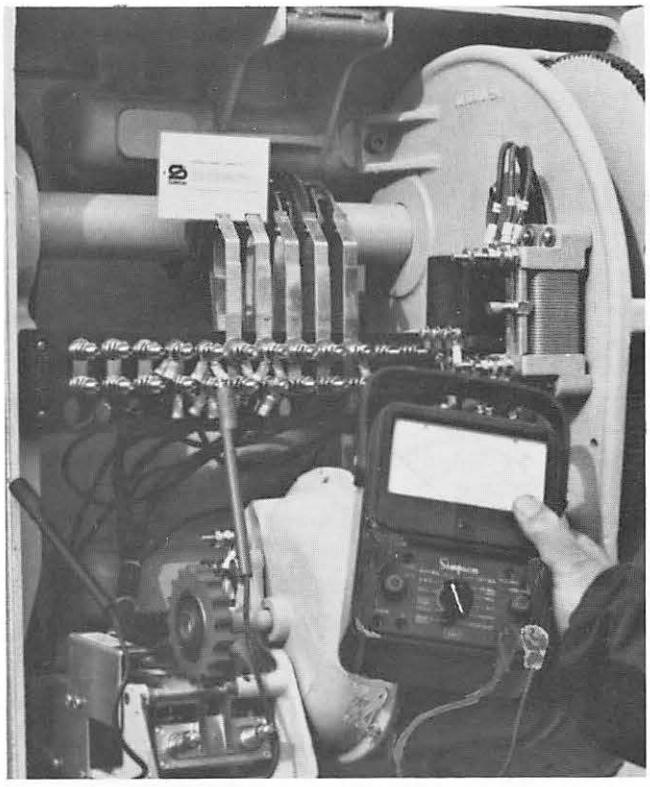
Adjusting snubbing resistor for proper drop time.



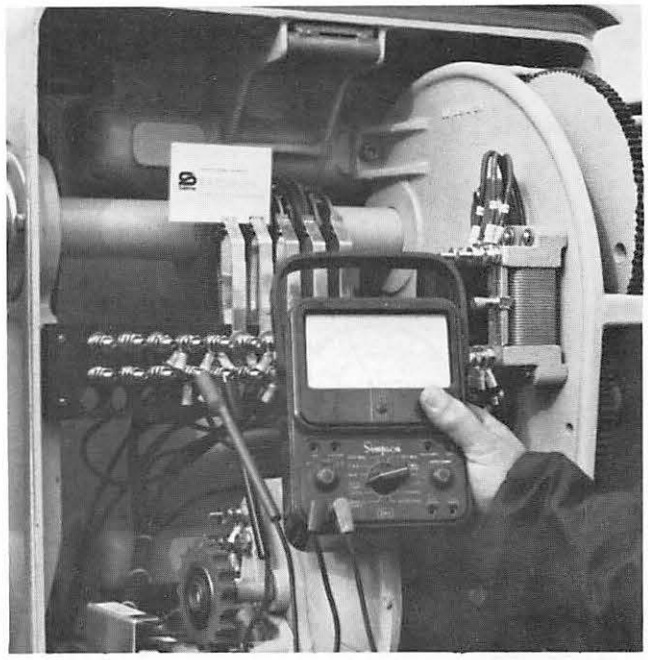
Checking gate arm height in horizontal position.



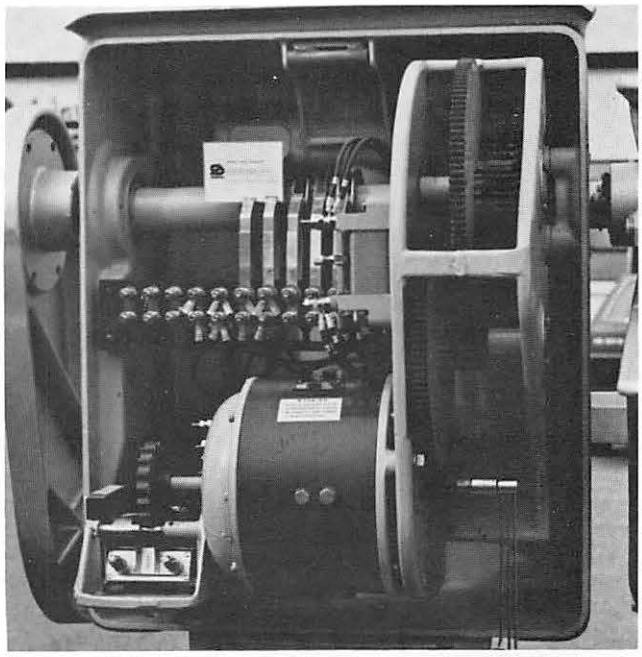
Adjusting cams for proper operation.



Checking for grounds in gate circuit.



Checking voltage at gate terminals.



Power-up and -down control blocked with card for measuring torque (horizontal).

13. Check descending time of gate arm, which is adjustable with snubbing resistor descend time (normally 10 to 15 seconds).

14. Adjust bottom buffer so there is $\frac{1}{32}$" clearance between top segment gear and buffer with gate in vertical position, or vertical pair of stop nuts are positioned approximately $\frac{3}{16}$" to $\frac{1}{4}$" away from positive stop.

Union Switch & Signal model 75 gate mechanism

CHECK LIST

1. Check voltage at battery terminals inside mechanism. Should be no less than 11 or more than 16 volts.

2. Check B-12 and N-12 for possible grounds.

3. Check adjustment of the horizontal arm position by the following procedure. Loosen the bumper locknut and turn the slotted screw on the bumper stop assembly. After the arm is in the desired position, tighten the locknut firmly.

4. Raise the gate arm off the stop. (Approximately 5° above the horizontal position). Apply the torque wrench, with socket, to the gear end of the motor shaft through the access hole in the frame. With the wrench held vertically the torque reading should be 6 to 8 inch pounds (between 55 to 75 foot pounds at the gate arm).

5. Raise the gate arm to the vertical position. Apply the torque wrench, with socket, to the gear side of the motor shaft through the access hole in the frame. Holding the wrench securely cut electrical power to the mechanism by loosening and backing off the brass colored nut on terminal No. 5A.
NOTE: Refer to the service manual for the proper torque according to the length of the gate arm.

6. If it is desired to stop the gate arm between 70° to 90°, perform the following adjustment. Move the gate arm to the horizontal position. Loosen the two ¼-20 socket head screws that hold the adjustable portion of the cam to the fixed cam. Rotate the adjustable cam down to the desired position and tighten the socket head. With the adjustable cam rotated to the maximum down position, the motor up circuit will release when the gate arm is at a 70° angle.

7. Operate gates and check voltage at motor terminals. Voltage should not drop below 11 volts during gate-up cycle.

8. The normal descending time should be between 8 and 15 seconds. This time can be varied by adjusting the snubbing resistor. Moving the SLIDE CONTACT upward will increase the down time.

9. A 27-ft. gate arm in the horizontal position should clear within 7 to 9 seconds. Motor current should read approximately 9 amp at the end of the stroke with a nominal 12-volt power supply. A 32-foot gate arm in the horizontal position should clear in approximately 10 seconds. Motor current should read approximately 12 amp with a nominal 12-volt power supply. Higher input voltages will decrease the time it takes for the gate to clear.

10. Disable power down by opening test nut on terminal 5A to insure gate arm will gravity drop to the horizontal position.

Western-Cullen-Hayes types 3590 and 3593 gate mechanisms

CHECK LIST

1. Check voltage at battery terminals inside mechanism. Should be no less than 11 or more than 16 volts.

2. Check B-12 and N-12 or possible grounds.

3. Set horizontal torque at 50 ft. lb. measured on the arm, 5 ft. from the centerline of the main shaft, with no pressure on top buffer — top buffer controls horizontal position and bottom buffer controls vertical position of arm. On pedestal gate, this is achieved by snubbing spring inside gate.

4. Set horizontal position of gate arm to desired height above roadway by adjusting top buffer, or horizontal stop nuts.

5. Test switch allows the setting of vertical torque without blocking contacts. Position gate arm at approximately 85° and set vertical torque according to the length of arm. Check to see that the segment gear is not touching the bottom buffer, or vertical stop nuts are not touching positive stop during torque settings.

6. Check power-up contact which is adjusted at factory to open at 89°, cam or connecting rod can be adjusted to desired vertical position.

7. Check power-down contact which is adjusted to

open at 45°. Cam can be adjusted to open contact as desired. Advance arm to 45° manually to insured power-down circuit.

8. Check the snub contact to insure that it is closed at 0 to 5°, this is #6 contact on types 3590 and 3593 gates.

9. Operate gates and check voltage at motor terminals. Voltage should not drop below 11 volts during gate-up cycle.

10. Check that gate arm descends by gravity to the horizontal position. The descend time should not be less than 8 or more than 15 seconds.

11. Check gate-up current per gate. Should be 6 to 15 amp. Longer arms require more current. Tests indicate gate-up current can reach 20 amp with a properly torqued 44-ft. gate arm. A 36-ft. gate arm can result in gate-up current of approximately 14 amp.

12. Check power-down current per gate. Should be 6 to 12 amps.

13. Check descending time of gate arm, which is adjustable with snubbing resistor descend time (normally 10 to 15 seconds).

14. Adjust bottom buffer so there is $\frac{1}{32}$" clearance between top segment gear and buffer with gate in vertical position, or vertical pair of stop nuts are positioned approximately $\frac{3}{16}$" to $\frac{1}{4}$" away from positive stop.

By now you should have received a Brotherhood of Railroad Signalmen's questionnaire concerning the 1981 wage and fringe benefit notice. Your comments are needed. Please fill out the 4-page form and return promptly.

Important events in American labor history

1961 Amendments to the Fair Labor Standards Act went into effect September 3, 1961, extending coverage to an additional 3.6 million workers, mostly in retail trade and construction. Minimum wage rates of workers already covered were increased. Newly covered workers were brought gradually under the overtime provisions of the act until they received time and one-half pay for hours after 40 per week by September 1965.

The Southern Pacific Railroad and the Order of Railroad Telegraphers negotiated an agreement guaranteeing each telegrapher his job or equivalent wages during his lifetime.

The fourth biennial convention of the AFL-CIO, approved a constitutional amendment setting up a procedure for the peaceful resolution of jurisdictional disputes, a problem that had been disruptive since the 1955 merger. Constructive steps were also taken by the convention in the campaign to eliminate all vestiges of racial discrimination in the ranks of the AFL-CIO.

1962 The Manpower Development and Training Act was approved on March 15. It required the Federal Government to determine manpower requirements and resources and to "deal with the problems of unemployment resulting from automation and technological changes and other types of persistent unemployment." The act was to be administered by the Secretary of Labor and the Secretary of Health, Education, and Welfare.

Federal employees' unions were granted the right to bargain collectively with Government agencies under an Executive Order signed January 17. The order guaranteed to unions of Federal workers certain rights of organization, consultation, and processing of grievances.

1963 The Equal Pay Act of 1963 was signed by the President on June 10. This act prohibited wage differentials based on sex for workers covered by the Fair Labor Standards Act.

After negotiations to resolve the longstanding railroad dispute involving operating railroad workers failed to produce any concrete results, Congress passed legislation calling for arbitration of the two principal issues: the use of firemen on diesel locomotives in freight and yard service, and the makeup of train crews. The report of the arbitrators, issued on November 26, provided for the gradual elimination of firemen in 90 percent of freight and yard service. The crew "consist issue" was returned to the unions and carriers for further negotiations, and arbitration, if necessary.

1964 The 4½-year dispute between the railroads and operating brotherhoods over work rules and

other collective bargaining issues ended when final agreement was reached on all issues not resolved by the arbitration award of November 1963. The Brotherhood of Locomotive Firemen and Enginemen ratified the agreement on June 25, the last of the five operating unions to do so.

The Civil Rights Act of 1964 was signed by the President on July 2, to become effective a year later. Title VII — Equal Employment Opportunity — barred discrimination on the basis of race, color, religion, sex, or national origin in hiring, apprenticeship, compensation, and terms, conditions, or privileges of employment, and union membership. An Equal Employment Opportunity Commission was charged with investigating and adjudicating complaints under this title.

The inability of the International Longshoremen's Association and the New York Shipping Association to agree on the terms of a new contract and the union's rejection of recommendations made by a special Board of Mediation on the basis of a Department of Labor study of labor utilization and job security led to a strike of all east coast and gulf coast ports on October 1. The strike was immediately halted when the President invoked the 80-day injunction provisions of the Taft-Hartley Act. This was the sixth application of the national emergency provisions of the act to east coast longshoring.

The Economic Opportunity Act of 1964 was signed into law on August 20. The measure provided for work and education programs, loans to low-income farmers and businesses, and various other national community antipoverty programs.

1965 The longshore dispute erupted into a strike beginning January 11, after New York longshore workers voted down an agreement reached just before the injunction expired (see entry in 1964). The strike lasted about a month in major ports, but all east and gulf coast ports were not back to work until another month had elapsed.

The Hosiery Workers union was formally dissolved after 50 years of existence, and its members were absorbed by the Textile Workers Union of America (AFL-CIO). Once a union of 50,000 members, the Hosiery Workers union had declined to around 5,000.

The enactment of the McNamara-O'Hara Service Contract Act on October 22 provided wage standards for employees performing work on Federal service contracts. These standards were similar to those long applicable to employees on Federal construction and supply contracts.

Agricultural employers became subject to revised regulations governing applications for temporary foreign agricultural workers under the Immigration and Nationality Act of 1952. In addition to making a "reasonable effort" to recruit domestic workers, a grower was required to offer American workers minimum wages, varying by States, before foreign labor was permitted to be used. Beginning April 1, 1965, "nonadverse" higher wages became effective. The revised regulations were issued after expiration of the Mexican farm labor program.

Social security amendments of 1965 included the so-called "Medicare" plan, which provided partial coverage for those over 65 for hospitalization, nursing home care, home nursing, and diagnostic expenses. An optional supplementary plan provided coverage for most major medical expenses. Benefits became available on July 1, 1966.

In November, the Industrial Union Department of the AFL-CIO arranged with 10 insurance companies to underwrite a pooled pension plan for employees of small companies. The program was available in 1966 for employers having fewer than 100 workers.

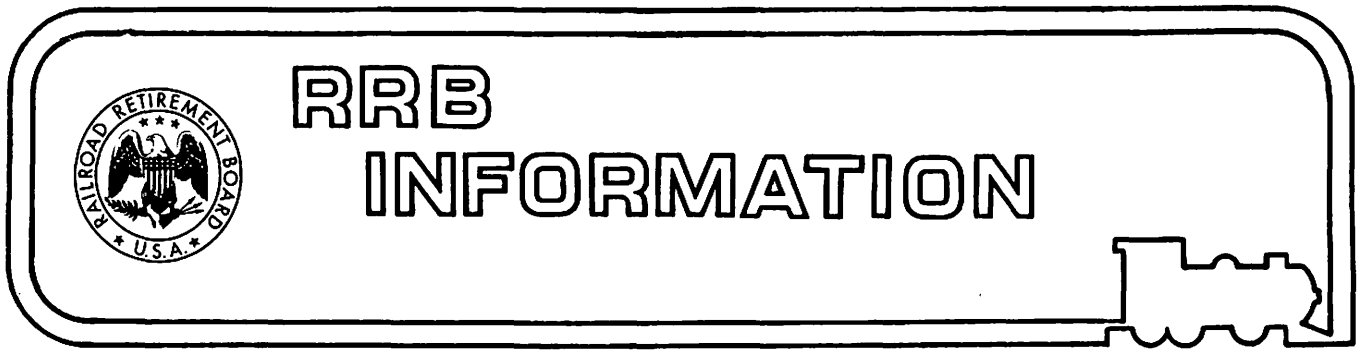
1966 Two transportation strikes tested the adequacy of legislation designed to prevent work stoppages. New York City's transit system was shut down for 12 days in violation of a State law banning public employee strikes. Union leaders were subsequently jailed for violating a court injunction. Five major airlines were struck on July 8, after Machinists rejected the recommedations of an emergency board.

The 1966 amendments to the Fair Labor Standards Act, the most far-reaching in the history of the act, extended minimum wage protection to some 10 million workers previously excluded from the benefits of the law.

Coalition bargaining, that is, the coordination of strategy and action among different unions having contracts with the same company, passed a major test when General Electric Co. negotiated a new agreement with the Electrical Workers (IUE) in the presence of representatives from 10 other unions.

Delegates representing the U.S. trade union movement walked out of the 50th session of the International Labour Conference in Geneva when a delegate from Communist Poland was elected as presiding officer. The boycott led to an open argument between Walter Reuther, who protested the action, and George Meany, who defended it, over the international program of the AFL-CIO.

You have a chance to voice your opinions on the operation of the Brotherhood and to have a say in negotiating a new agreement with the railroads. Put your answers down on the special BofRS questionnaire that you received in the mail this month. Return the form with your comments to Grand Lodge.



Railroad retirement benefits are good

Annuities awarded under the Railroad Retirement Act are for substantially greater amounts than the benefits awarded under the Social Security Act. Railroad retirement annuities include a portion, called tier I, which is the equivalent of a social security benefit, and a second portion, tier II, which is comparable to the private industrial pensions payable over and above social security benefits. In addition, there are differences between some of the age requirements, the benefits available under the two systems and work restrictions.

(1) What is the approximate difference in retirement benefit amounts awarded recent retirees under the Railroad Retirement and Social Security Acts?

For career railroad employees retiring directly from the railroad industry in fiscal year 1980, regular annuities, including 1980 cost-of-living increases, averaged about $850 a month. Monthly benefits awarded at the end of fiscal year 1980 to regularly employed workers covered under social security averaged about $475. If benefits for their spouses are added in this example, the combined benefits for the employee and spouse would approximate $1,175 under railroad retirement coverage compared to about $700 under social security coverage.

The Railroad Retirement Act also provides supplemental railroad retirement annuities of between $23 and $43, which are payable to employees who retire directly from the industry with 25 or more years of service. Adding a supplemental annuity to the railroad family's benefit increases total benefits to over $1,200 a month.

(2) Are the benefits awarded to recent retirees generally greater than the benefits payable to those who retired years ago?

Yes. Under both railroad retirement and social security, the benefits awarded recent retirees are generally greater than the benefits payable to those who retired years ago, primarily because recent awards are based on higher average earnings. The average age retirement benefit paid at the end of fiscal year 1980 to retired employees on the Board's rolls was $525 compared to $340 under social security. Spouse benefit payments averaged $235 under railroad retirement compared to $165 under social security.

(3) How do disability awards to employees compare?

Disabled railroad workers retiring directly from the railroad industry in fiscal year 1980 received about $750 a month on the average, including the July 1980 cost-of-living increase, compared to about $400 a month for disabled workers under social security.

Under both railroad retirement and social security coverage, benefits are payable to workers who are totally disabled. The Railroad Retirement Act also provides disability benefits to career employees who are disabled for work in their regular railroad occupation, even though not totally disabled. The Social Security Act requires a five-month waiting period before benefits are payable, while disability benefit payments under railroad retirement can be effective with the first month an employee is disabled.

(4) What are the highest amounts recent retirees could receive?

The maximum monthly amount payable to an employee and spouse at the end of 1980 was about $1,500 under the Railroad Retirement Act, compared to about $1,000 under the Social Security Act. This example is based on a rail employee who began work in 1938 and continuously earned the maximum creditable toward retirement benefits each year through 1980. For example, under both systems, annual earnings up to $3,600 were creditable in 1951, while annual earnings up to $29,700 are creditable for 1981. Very few employees earn the maximum amount creditable each year throughout their careers, so these maximum benefits are payable to relatively few families.

(5) Can railroaders retire at earlier ages than workers

under social security?

Railroad employees with less than 30 years of service, and their spouses, can receive annuities at age 65, or at age 62 with an early retirement reduction. These age requirements are the same as the age requirements under social security. But, railroad employees with 30 or more years of service, and their spouses, can receive railroad retirement annuities at age 60, without an early retirement reduction.

(6) Does social security offer any benefits which are not available under railroad retirement?

Social security does pay certain types of benefits which are not available under railroad retirement. For example, if an employee is disabled before retirement age and his wife is caring for minor or disabled children, social security pays additional benefits to the family members. However, the Railroad Retirement Act includes a special minimum guarantee provision, which insures that an employee's benefits will at least equal the amount that would be payable to the family under social security.

(7) How does the Railroad Retirement Act's special minimum guarantee work?

Railroad families are guaranteed that they will not receive less in monthly benefits than they would have if railroad earnings were covered by social security, rather than railroad retirement laws. Therefore, if a retired rail employee's family includes persons who would otherwise qualify under social security, the retired rail employee's annuity would be increased to reflect what social security would pay the family, unless the annuity is already greater than that amount.

The social security benefits provided, under certain circumstances, to divorced spouses and remarried widow(er)s are exceptions; these benefits are not covered under the special minimum guarantee and there are no comparable benefits under the Railroad Retirement Act.

(8) How do railroad retirement and social security survivor benefits differ?

Survivor benefits are generally 30% greater if payable by the Board rather than social security. Survivor benefits awarded by the Board to widows and widowers of railroaders in fiscal year 1980 averaged $420 a month, compared to about $310 under social security.

Both the railroad retirement and social security systems provide a lump-sum death benefit to help pay burial expenses. But, the railroad retirement lump-sum benefit is generally payable only if survivor annuities are not immediately due upon an employee's death, while the social security lump-sum benefit is payable regardless of whether monthly benefits are also payable. Under social security law, the lump-sum benefit is $255, while under railroad retirement the lump-sum can be over $1,100 if the employee had completed 10 years of service before 1975.

The railroad retirement system also provides a residual lump-sum death payment which, in effect, insures that the railroad family receives at least as much in benefits as the employee paid in railroad retirement taxes before 1975. Reductions are made for any retirement benefit paid based on the deceased employee's railroad credits and for any survivor benefits paid by either the Board or the Social Security Administration. In general, if an employee had received railroad retirement benefits for a few years before death, the benefit payments would be greater than the railroad retirement taxes the employee paid; consequently, a residual benefit would not be payable.

(9) How do work restrictions differ between the two systems?

Under both railroad retirement and social security, retirement benefits may be reduced if an employee works after retirement. In 1981, a reduction of $1 in retirement benefits is made for every $2 earned over $5,500 for those age 65-71 and over $4,080 for those under age 65. Under social security, the entire benefit is subject to reduction; under railroad retirement, only a portion of employee and spouse annuities is subject to work reductions. Under both systems, the entire amount of survivor benefits is subject to work reductions. Special restrictions apply under both systems to any earnings by disabled workers.

The railroad retirement system requires that an employee or spouse actually retire, that is, stop working for the last employer before retirement. Railroad retirement benefits are not payable for any month an annuitant works for a railroad, and employee and spouse annuities are not payable for any month the annuitant works for the last pre-retirement employer. Under social security, an individual is not required to stop working for the last pre-retirement employer to receive benefits.

(10) How do railroad retirement and social security taxes compare?

Until October 1973, railroad employees paid higher retirement taxes than workers under social security. These higher railroad retirement taxes were required to finance the higher benefits payable under railroad retirement. However, in October 1973, the railroad retirement taxes on employees were reduced to the same rate paid by workers under social security; taxes on railroad employers were increased to pick up the difference. In 1981, workers under both railroad retirement and social security pay retirement taxes of 6.65% on earnings up to $29,700 a year. Railroads and social security employers match

the retirement taxes their employees pay, but railroads also pay additional retirement taxes of 9.5% on earnings up to $22,200 a year. Railroad employers also pay a separate 14.5 cents per work-hour tax to finance the railroad retirement supplemental annuity program. In addition, the railroad unemployment-sickness benefit program is financed entirely by railroad employers.

HOW to BUY

By Esther Margolius

Released by
Press Associates, Inc.

NOW accounts

Consumers throughout the country are reported to be rushing to place their money in the new interest bearing checking accounts, formally called Negotiable Orders of Withdrawal Accounts, or NOWs.

But caution is advised: shop carefully! Interest on checking balances can be unbalanced by hidden charges, non-payment of interest on below minimum balances and other considerations.

There are many differences between financial institutions on start-up balance requirements, on what constitutes "free checking," and on interest accounting procedure. In fact, unless one is careful, payouts to the bank can be greater than interest paid on the account.

The new nation-wide availability of NOW accounts is the result of the Depository Institutions Regulation and Monetary Control Act of March 1980. Although several northeastern states permitted NOWs as far back as the early 1970s, the Act of Congress extends them to all states. And for the first time, Savings and Loan Associations (S&Ls) are permitted to enter the NOW checking account field.

While the new banking act will eventually allow a rise in interest which may be paid on savings accounts, it currently allows interest payment of up to 5.25% annually to be paid on NOWs. Regulation which has determined the maximum amount of interest banks could pay on all savings is to be phased-out over a 6-year period. But in the meantime, passbook savings at 5.25% and NOWs at the same allowable rate look the same, but may not be.

The key phrase of the new banking law is "up to" 5.25%. Shoppers cannot assume every bank will pay the maximum. Our researchers have found many banks offering only 5% on NOWs.

Some commercial banks are requiring minimums as high as $1,000 to $3,000 to open accounts. There are also stipulations that monthly charges and per item charges for checks and deposits may be levied when balances fall below minimums.

The method of determining balances on which interest is paid is another variable. Some banks pay on the average daily balance. But others, including many credit unions, pay interest based on the lowest balance during a month. Shoppers should determine whether interest is paid monthly, daily or continuously.

Another area to check out is the date when deposits are credited. Many institutions delay crediting check deposits for periods of up to 11 days. They claim that length of time is necessary to collect funds. Others will give instant credit, particularly for paychecks. But even cash deposits may have a several day credit holdup. Check this before opening an account.

Costs of printing checks, stop payment orders and over-drafts now seem to be considered as standard extra charges by a majority of banks. But some savings banks and S&Ls do offer free checks and checkbooks.

Some of the larger credit unions are currently offering share-draft checking accounts which function similarly to NOWs. However, smaller credit unions without sufficient data processing equipment have found it uneconomical to enter the checking field at this time.

In many areas of the country, commercial banks are running advertisements which denigrate "checks" written on Savings & Loan or credit union accounts. The ads infer that retailers would hesitate to accept a check written on a relatively new and therefore "unknown" depository institution.

Others point to the fact that a check on a regular checking account is a payment order on a regular demand checking account. But a negotiable order of withdrawal is a draft on a savings account. Thus, while a "demand" account check legally means instant payment, a "negotiable" draft could legally permit the financial institution to hold up payments for a period of time.

Our research, however, has not turned up either hold ups in payment by financial institutions, or refusals to accept "nontraditional" NOW checks presented by consumers. Nonetheless, anyone considering opening a new NOW account should make sure of the bank's checking terms and its general public acceptance.

The biggest promotion of NOW accounts bargains are currently sponsored by the S&Ls. While

most seem to be averaging a $100 minimum start-up balance plus minimum maintenance balances of $50 to qualify for free checking, some regions offer better deals than others.

At present, S&Ls in general seem to be shying away from charging customers whose accounts fall below minimum balance requirements. Instead, rather than levying charges to the account, interest payments are suspended whenever the balance drops below minimums.

Generally, commercial banks have the highest minimum requirements to open an account as well as high minimum balances for maintaining interest payments. Many of these require $1,000 minimum balance to open and an average daily balance of $1,500. Further, when balances fall below the $1,000, service charges of $4 to $5 monthly go into effect.

Some commercial banks offer a savings account tie-in with a regular checking account. Often the end result is less costly in terms of service charges to the account.

For example, one suburban commercial bank we looked at offered 5% on a NOW account with a $1,500 average daily balance requirement. But on a tie-in savings account coupled with a regular checking, the bank paid 5.47% interest compounded annually on savings and waived balance requirements and check charges on the checking as long as an $800 balance was maintained in savings. If requested, and at no extra charge, the two accounts could be tied into each other by computer, allowing for telephone transfers from one account into another. The only restriction here was that transfers were to be made in $100 amounts.

Some banks around the country offer no-charge regular checking accounts to senior citizens. Anyone 59 or older who brings in proof of age is entitled to such an account. However, such extras as electronic funds transfer or telephone transfers are not available on the senior citizen freebies.

General Committee News

SE general chairmen hold meeting in TN

General chairmen under the jurisdiction of Charles S. Chandler, BofRS vice president covering the southeast US met at Gatlinburg, TN on September 5, 1980. After welcoming everyone, the meeting was turned over to President Tom Bates. He discussed the following topics:

—Amtrak trip passes for employees hired after 1971.

—Holding of general committee elections in 1981.

—Railroad Retirement legislation.

—Current problems on the Milwaukee Road, Rock Island, Staten Island Rapid Transit and Boston & Maine.

—Signal RS&I revisions by the Federal Railroad Administration and the need for rules covering installation and maintenance of rail-highway grade crossing warning systems.

—Forced overtime, blanking of positions on holidays.

—Proposed transportation department in the AFL-CIO.

—Need for more voluntary contributions to the Signalmen's Political League and the need for the BofRS to financially support candidates for elective office who are friends of labor, particularly railway unions.

Questions about the supplemental sickness benefits plan were answered by Ed Edwards, assistant vice president, Provident Life & Accident Insurance Co. Edwards pointed out that the plan started in 1973 for signalmen and benefits have increased 320% to a current benefit of $528 per month. Also, he said benefits are now paid to age 70.

Brother Dink Best brought the general chairmen up to date on computer operations at Grand Lodge. Also, he is planning to prepare a manual for local lodge financial secretaries.

A general discussion was held on many topics, chaired by Vice President Chandler. Some of the subjects covered were training for promoted employees and employees failing re-testing in the signal training programs.

Questions concerning the Federal Employers' Liability Act were answered by attorney Clarence M. Small, Jr. of the law firm of Rives, Peterson, Pettus, Conway, Elliot & Small of Birmingham, AL.

United Signalmen honor local lodge men

United Signalmen general committee has selected three outstanding local chairmen and three outstanding financial secretaries to be honored for their work during 1980. They are to be honored for their work at the local level and also for their cooperation with the USGC and for working with Grand Lodge of the Brotherhood of Railroad Signalmen. The men so honored will receive plaques attesting to their excellent performance in 1980. Following past practice, USGC officers will award these plaques at local meetings or other suitable times.

The three local chairmen so honored with the 1980 performance awards are: Dennis

Southeast general chairmen's meeting held last fall included (from the left): Charles S. Chandler, BofRS vice president; R. Thomas Bates, BofRS president; W. D. Best, BofRS secretary-treasurer; and W. E. Edwards, assistant vice president, Provident Life & Accident Insurance Co.

Interested in the meeting are V. Joseph Sartini (left) general chairman, Norfolk & Western; Roy B. Flowers (center) general chairman; Louisville & Nashville; and Jack R. McDonald, general chairman, Baltimore & Ohio-Western Maryland-Pittsburgh & Lake Erie-Bessemer & Lake Erie-Staten Island Rapid Transit.

By now you should have received a Brotherhood of Railroad Signalmen's questionnaire concerning the 1981 wage and fringe benefit notice. Your comments are needed. Please fill out the 4-page form and return promptly.

General chairmen shown here are (from the left): George G. Gross, Seaboard Coast Line; Charles R. Vaught, Southern-Atlanta & West Point-Kentucky & Indiana Terminal; Harry B. Sykes, Clinchfield; and Harvey H. Parker, Northeast General Committee.

T. Reale of Philadelphia Lodge 18; W. F. Robertson of Blairsville Lodge 40 and Owen L. Harbour of Jesse Clark Lodge 41. The following financial local officers will receive the 1980 performance awards: P. A. Groves, recording & financial secretary of Victory Lodge 73; J. W. Miller, financial secretary of Local Lodge 84 and T. O. Washam, financial secretary of Akron Lodge 109.

STOP

please don't buy

MEIER'S WINE PRODUCTS

ul&std, AFL-CIO

DO UNION BOYCOTTS WORK?

Ask the promoters of this year's Emmy Awards. Practically all the big-name actors and actresses honored the picket lines of the striking Screen Actors Guild and the American Federation of Television and Radio Artists. Result? Forty-two percent fewer viewers watched this year's awards show.

IN THE NAME AND BY THE AUTHORITY OF THE
Grand Lodge of the Brotherhood of Railway Signalmen
of America
TO WHOM IT MAY CONCERN:
CHARTER
Brotherhood of Signalmen

B&O local passes a living milestone

At some 85 years plus, Brother George E. Kohlmeier is the only living charter member of Winton Lodge 94 of the Baltimore & Ohio. Brother Kohlmeier was a continuous dues paying member of Local 94 from its charter date of September 6, 1918, until his retirement on October, 29, 1959. When he recently asked how it felt to have been paying dues for 41 years, Brother Kohlmeier quickly pointed out "it was worth every penny of it."

He began working in a signal gang at Bond Hill near Cincinnati on December 26, 1912 as a blacksmith. He had served as apprentice to a blacksmith in Milan, IN, his birthplace. He quickly rose through the ranks of the signal department becoming a maintainer. He served as a signal maintainer in Cincinnati, OH, Cochran, IN, and Nebraska, IN. He moved to Mitchell, IN in 1923 and served as maintainer at that location until his retirement in 1959. His move in 1923 apparently was a good one as he relates to Donald J. Hammond, financial secretary of Local 94, that in 1923 he had a steady job, so he married his longtime sweetheart, Edna Austin. They have one daughter and two grandchildren who live in the southern Indiana area. Mrs. Kohlmeier died on May 14, 1966.

Brother Hammond reports that Brother Kohlmeier has been retired for 21 years but as the photograph above shows he is still in very good health and an active man. Hammond reports that Local 94 expects to receive good advice from Kohlmeier for at least another 21 years. Our thanks to Brother Hammond for this fine report and our thanks to the *Mitchell, IN Tribune* for permission to reprint the picture of charter member George E. Kohlmeier.

Mileage allowance rises in Local 14

Among many items of business handled at a Durand Lodge 14 meeting was a vote by members present to raise the mileage rate to 25¢ per mile for local officers and local chairmen when driving on union business. Further discussions have been held with GTW signal and labor relations officers concerning the DT&I purchase, but nothing definite yet. A proposed agreement covering all signalmen is being drafted by Harvey H. Parker, general chairman; Robert C. Buck, vice general chairman; G. L. Bass, DT&I general chairman; and Vice Presidents Walter W. Altus, Jr., and Charles S. Chandler.

Claims and grievances were reported by Brothers Buck, D. A. Neff, local chairman, and Parker. T. H. Banicki, local president, presided at the meeting at which nine members were present. Bruce A. Hazard, recording & financial secretary, reported on finances and general communications received.

Members were asked to keep Grand Lodge promptly informed of change of address. Also, members were reminded that Signal RS&I tests must be made and the reports signed by the man making the tests. Also, each Brother must keep an Hours of Service record showing the time doing signal work and it must be signed by him.

RI signal maintainer honored

Arel A. Curtis, a member of Ketterman Lodge 78, of the Chicago, Rock Island & Pacific, retired in October last year. At a meeting of Ketterman Lodge Brother Arel received a billfold and monetary gift from his fellow signalmen. As shown in the picture above, Brother Curtis (left) receives a congratulatory handshake from V. K. Bevan, local president.

Brother Curtis began as a signal helper in a gang at Guyman, OK, for the former Rock Island in 1949. At various times he worked on the Chicago-Tucumcari, NM line and from Manly, IA to Fort Worth, TX. Later he was promoted to a signal maintainer and served in that capacity at Seibert, CO, Colby and Pratt, KS and was maintainer at Liberal, KS in 1980 when he retired.

Brother Curtis attended the November union meeting of local 78 in Hutchison, KS, where he was honored by his colleagues. "Brother Curtis was faithful in attending our meetings of Ketterman Lodge No. 78. We wish him and his family many years of happiness," reports Brother Bevan.

Robertson Lodge 206 gets new chairmen

Two new local chairmen — one by appointment and one by election — were presented to members attending a meeting of Robertson Lodge 206. They are Kenneth R. Zumwalt for the Houston Belt & Terminals, and J. L. Turland for the communications men in Local 206. Zumwalt was appointed and Turland was elected.

Other business at the meeting was discussed. Local President F. Patterson, presided, D. L. Kemp, recording & financial secretary took minutes and reported on the financial condition of the local. Also in attendance was P. J. McLean, local chairman.

BN local 103 holds retirement party

Last September **Aurora-Galesburg Lodge 103 held a retirement part at Riecks Park, Alma, WI, for V. L. Johnson,** signal helper. Brother Johnson retired in May after 30 years service with the Burlington Northern and the former Chicago, Burlington & Quincy signal department.

On behalf of Brother Johnson's friends in the local, Brother N. H. McCleary presented Johnson with a gift of money and a circular saw. Brother Johnson plans to keep the saw humming in his retirement with his woodworking hobby. On behalf of the BN, R. W. Sanders, signal supervisor, also presented Brother Johnson with a gift.

Robert D. Frank, local chairman, expressed the thought of those at the party as well as other members of Local 103 when he said "We all wish John many years of happy retirement."

Local 214 discusses GTW-DT&I merger

Local 214 met on December 20, 1980 at Monroe, MI, in a special meeting to discuss the contract proposal to be submitted to the Grand Trunk Western following the purchase of the Detroit, Toledo & Ironton by GTW. G. L. Bass, general chairman, described the contract proposal and answered questions from members.

Fifteen members attended this meeting at which time other

Fellow workers of retired signal helper V. L. "John" Johnson at the Alma, WI, retirement party are shown here. Back row (left to right) are: H. M. Thompson, J. B. Brewer, Dale Hanson, Buzz Frederick, Jim Guilt, Dick Frank, Larry Fink, Joc Bullock and Gordon Johnson. Front row (left to right) are: Harry Church, R. W. Sanders, Dan Frank, John, N. H. McCleary, R. D. Frank and M. N. Whitney. They are members of Aurora-Galesburg Lodge 103.

business and discussions were carried on. Those in attendance included K. Ampes, G. L. Bass, G. A. Blakeman, R. E. Brehmer, C. E. Claybaugh, E. C. Claybaugh, R. F. Claybaugh, Thomas J. Hanus, Oliver T. Hoffman, K. W. Keeton, R. D. Kuchinski, E. D. Miller, Harold K. Norton, T. J. Rathke and H. R. Simpson. However, Hoffman, vice president, has succeeded to the local presidency upon the resignation of T. J. Rathke.

Receiving a handshake and congratulations is Dennis T. Reale (left), local chairman of Philadelphia Lodge 18, from William A. Radziewicz, assistant general chairman, UGC.

Local lodge 18 chairman gets "Award of Merit"

At the January 8 meeting of Philadelphia Lodge 18 in Philadelphia, PA, Dennis T. Reale, local chairman, received an Award of Merit. Brother Reale was honored for exemplary service to the local and cooperation with the United General Committee as well as Grand Lodge of the Brotherhood of Railroad Signalmen. The award was made by William A. Radziewicz, assistant general chairman.

Local 123 honors C&O signal inspector

George D. Noble, signal inspector on the Canadian Division of the Chesapeake & Ohio, recently retired after completing 43 years of service with the railway. He had been a member of the Brotherhood for 37 years. Upon his retirement he received congratulations from his fellow Valley City Lodge 123 members and a certificate thanking him for his many years of fine service with the Brotherhood and at the local level. As shown in the picture above, he receives a congratulatory handshake and a certificate of appreciation from Melvin E. Penrose, local chairman of local 123.

Two ICG signalmen honored at dinner

Brothers E. M. Shaw and J. E. Oates were honored last Fall at a dinner party at LaCenter, KY. Dinner arrangements had been made by M. R. Keeling, Illinois Central Gulf supervisor of signals. Some 54 relatives, friends and fellow local members from Kentucky Lodge 46 and Cairo Lodge 51 joined the honored guests for a most enjoyable retirement dinner party. Railroad officials, general committee and local lodge officers honoring the two retiring members were T. J. Bryant, division engineer ICG; B. J. Woodruff, general chairman; H. D. Holt, local president Kentucky Lodge 46; H. L. Cash, recording & financial secretary and local chairman of Local Lodge 46; and J. W. Davis, local chairman of Cairo Lodge 51.

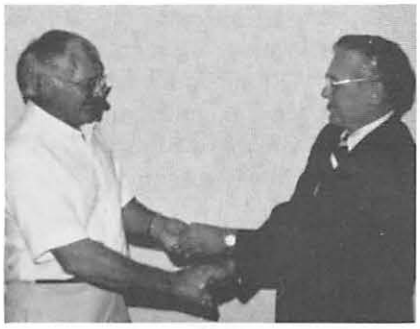
Brother Shaw, a member of local 51 began work in the signal department of the former Illinois Central in January, 1946. When he retired at the end of June, 1980, he was signal maintainer at Reedsville, IL.

Brother Oates, a member of

Friends of Brother Reale were happy to pose for picture taking at Local 18 meeting. Standing (left to right) are: G. J. Torpey, a member of the Local 18 grievance committee; H. Roberston; Dennis Reale, local chairman; Joe Henry and M. F. Whalen, Jr., local president. In front J. E. Yeger (left), is recording secretary of Local 18 and Steve Kurtz is another member who wished Brother Reale continued success as financial secretary.

Kentucky Lodge 46, also began work with the former Illinois Central in December, 1943. When he retired in the end of July last year he was signal maintainer at Calvert, KY.

Members of Local 46 and 51 extended their best wishes to Brothers Oates and Shaw for a long and happy retirement.



Another Rock Island 30-year pin recipient is W. O. Davis (left) of Minco, OK. Brother Harwell performs the honors.

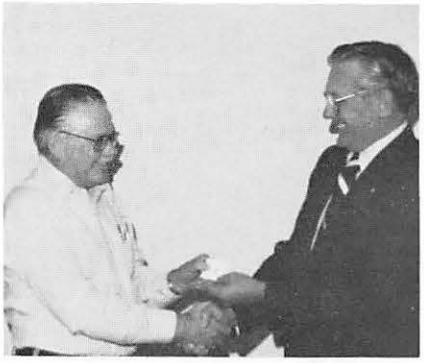
Receiving his 30 year Brotherhood of Railroad Signalmen membership pin is M. W. Kiser (left) from Witt B. Harwell, Jr., BofRS vice president. Brother Kiser is recording & financial secretary and local chairman of local 17.

Martin Lodge 17

Martin Lodge 17 members join in honoring retired general chairman Ralph "Dynamite" Watkins (center, holding plaque). Brother Watkins received this plaque to commemorate his successful efforts in getting the Oklahoma legislature to pass a bill providing for proper operation of track motor cars. Brother Watkins who served as general chairman for the Rock Island from 1953 to 1967 was also the Brotherhood's legislative representative and had served as a member of the Oklahoma House of Representatives. The plaque contains a photograph of Brother Watkins at the ceremony when the Honorable Raymond Gary, governor of Oklahoma 1955-59 signed the bill providing for proper track motor car operations. At the signing, Governor Gary presented Brother Watkins with a ceremonial pen and the plaque includes a reproduction of the photograph of the signing. The bill was No. 189 and it was signed in April, 1957. The caption on the plaque reads as follows: "An Act relating to railroads operating track motor cars; amending Sections 1 and 2, Chapter 2 Title 66, Page 319 of Oklahoma Session laws 1953; providing enforcement of Act by Corporation Commission." Brother Watkins has generously donated this plaque and ceremonial pen to Grand Lodge where it now resides in an honored place in the Lyon's Den, which is the office of former President Emeritus A. E. Lyon.

Receiving congratulations for obtaining a 30 year BofRS membership pin is M. Stowe, local president, (left) of Amarillo, TX, from vice president Harwell.

Getting a 30-year membership pin and a handshake is A. M. Smith (left) of Phillipsburg, KS. Brother Harwell attended this Martin Lodge 17 local meeting and presented the 30 year membership pin.



A 30-year BofRS membership pin is presented to D. E. Davis by Brother Harwell. Brother Davis is from Hutchinson, KS.

Receiving congratulations is John W. Miller (right), financial secretary of Gateway Lodge 84, from William A. Radziewicz, assistant general chairman, United General Committee. Brother Miller received his Award of Merit plaque for an outstanding performance as a financial secretary during 1980. He received the award at the Belleville Elk's Hall in Belleville, NJ.

Local 84 financial secretary receives "Award of Merit"

Brother John W. Miller, financial secretary of Gateway Lodge 84, has received the United General Committee annual Award of Merit for his fine performance during 1980 in handling local affairs and in working with the general committee as well as with Grand Lodge of the Brotherhood of Railroad Signalmen.

At the January 23, regular meeting, William A. Radziewicz, assistant general chairman, presented Brother Miller with the "Award of Merit" plaque.

Local 211 members at the October, 1980 meeting included the following (from left to right): J. W. McQuinn (TP&W); B. J. Rupe (TP&W); K. C. Carl, local president (TP&W); S. C. Carl (P&PU); R. C. Dillow, recording and financial secretary and local chairman (P&PU); J. H. Blain, local chairman (TP&W); L. C. Hendon, local chairman (P&PU); and T. R. McDonald, newly appointed recording and financial secretary succeeding R. C. Dillow, retired. Brother McDonald is employed by P&PU.

Local 211 holds meeting in Peoria in October

The October, 1980 meeting of Local Lodge 211, not only saw the normal business being conducted but a change in the recording & financial secretary's position took place. Brother R. C. Dillow, retired as a signal maintainer from the Peoria & Pekin Union. He turned over his files and records to Brother T. R. McDonald (P&PU), who was appointed to the recording & financial secretary post by Local President K. C. Carl. Brother Dillow had also served as local chairman for P&PU members. This position is filled by Brother L. C. Hendon who was also appointed by Brother Carl to take over the local chairmanship vacated by Brother Dillow's retirement.

The meeting was chaired by B. J. Woodruff, general chairman, ICG. Brother Woodruff also had the honor to give the obligation to three new members: S. C. Carl, J. W. McQuinn and B. J. Rupe.

All members joined Brother Woodruff in wishing Brother Dillow a long and happy retirement.

Gulf Coast Lodge 99 meets in Del Rio, TX

Del Rio, Texas was the site of the fourth quarter meeting of Gulf Coast Lodge 99 on December 4, 1980. Twelve members were present at the meeting chaired by Local President R. Ramos. David Beason of the Southern Pacific's Houston division has applied for membership, reports M. F. Nollkamper, recording & financial secretary.

Curtis D. Plummer, vice general chairman, reported on claims and grievances.

New bylaws of Local 99 have been approved by Grand Lodge and signed by the proper officers at the local and grand lodge level.

Nollkamper also reported that Brother E. R. Brown, signal maintainer at Corsicana, TX retired effective September 1, 1980. Also retiring was Brother D. T. Slay, signal inspector on the Houston division, SP. He retired on November 1, 1980.

Durand Lodge 14 meets in Michigan

Battle Creek, Michigan was the site of a Durand Lodge 14 meeting at which 10 members were present. T. H. Banicki, local president, chaired the meeting. Bruce A. Hazard, recording & financial secretary, took minutes and reported on finances as well as on communications received. Vice General Chairman Robert C. Buck and General Chairman Harvey H. Parker reported on claims and grievances.

Preliminary discussion had been held with Grand Trunk Western concerning signalmen's position in light of GTW puchase of the Detroit, Toledo & Ironton. Nothing settled, but further meetings will be held.

Other matters discussed at the meeting included changing of location for meetings (decided to remain at Battle Creek), increasing mileage of employees required to drive their own vehicle on carrier business, and the need for funds by the Signalmen's Political League.

Jackson Lodge 191 honors three retired signalmen

Three retired members of Jackson Lodge 191 were honored at a luncheon in November, 1980 in Jackson, TN. Brothers W. H. Lane, D. L. Parmley and D. J. Schuster and their wives were honored at the retirement luncheon which included approximately 50 fellow members, friends and relatives. B. J. Woodruff, general chairman, served as master of ceremonies.

Honored with a retirement luncheon at Jackson, TN, are Brothers Parmley, Schuster and Lane and their wives. These brothers are members of Jackson Lodge 191. Shown here at the Thunderbird Motel Restaurant are (from the left): Mrs. & Brother Delbert L. Parmley; Mrs. & Brother D. R. "Chick" Schuster and Mrs. & Brother W. Hershel Lane.

Brother Lane first came to the former GM&O (Alton at that time) for summer work in the signal department in 1937, then full-time in 1939. He later transferred to the Southern Region of the former GM&O and retired from the ICG in 1980. He served his local as Local President for many years.

Brother Parmley first started his signal service with the New York Central in 1942 and came to the former GM&O in 1946. He retired in 1969, which was before the IC-GM&O merger of 1972. Brother Parmley enjoys woodworking and spends much of his time in his own shop at his home.

Brother Schuster began his railroad career with the former GM&O in 1952 and retired from the ICG in 1979. He represented his fellow Local 191 members on the Southern Region of the former GM&O as Local Chairman and General Chairman. He enjoys golfing and fishing.

In remarks at the luncheon Brother Woodruff said: "We, the members of Local 191 and ICG General Committee, are grateful for the fine job they did in their respective Brotherhood positions and wish them all a long, happy and healthy retirement."

Local 24 honors retiring secretary

The regular quarterly meeting of local 24, Denver & Rio Grande Western, was in Denver, CO, on October 4, 1980. W. Bud Wernz, local president, chaired the meeting. Present were 18 members, retired member Bob Christianson, J. T. Bass, BofRS vice president and Richard R. Van

Opening a gift is Brother Bert Denison (right) at his retirement dinner. Watching with interest is Brother Ed Ferguson, formerly general chairman.

Vacter, general chairman.

Among the items of business discussed was the revision of the local by-laws. John T. Bass brought members up to date on activities of the Brotherhood on a national basis.

Following the meeting, a dinner was held to honor B. L. "Bert" Denison, who had retired September 30. About 70 friends, relatives and co-workers were present. Brother Denison began work on the Rio Grande in 1939. He was praised for guidance and the advice he gave to the younger employees, particularly how he encouraged them to study to become better signalmen. Brother Denison was active in Brotherhood affairs. He had held the office of local financial secretary for over 20 years.

Brother Denison thanked those who presented him with a gift and for their words of praise and encouragement. He said he was looking forward to his retirement with a great deal of enthusiasm.

"All of us in the Brotherhood wish Brother Denison a long and happy retirement," said Brother Van Vacter.

Got your BofRS questionnaire? We want your opinion on the 1981 wage and fringe benefit notice that was printed on page 8 of the January-February issue of The Signalman's Journal. If you have not received your questionnaire by now, write to Tom Bates asking for one.

News from Washington

The following is from Congressman Paul Simon's (Dem. IL) newsletter titled *p.s. Washington.* He discusses the Consumer Price Index and what changes should be made to make it more realistic as regards people's buying habits.

The Reagan administration is apparently ducking a major opportunity to reduce inflation by failing to correct the significant error in the way we measure inflation.

Economists agree that when we measure inflation by making the ridiculous assumption that every American buys a new home each month, we add significantly to the federal government's expenditure and debt. On top of that, we add to inflation in our economy generally.

This one error in the Consumer Price Index (and there are others) cost the federal government alone about $7 billion in fiscal year 1979, and state and local governments and others a great deal, also.

The difficulty with correcting the CPI is that many powerful toes must be stepped on. Some labor unions don't want to change the system because their contracts, which have cost-of-living clauses, give them a little extra in wages this way. Businesses often don't want to change it because they have contracts which automatically permit rising prices with the cost-of-living increase, and that gives them a little extra profit. Retirement groups are not enthusiastic about it, because it would mean slightly less additions when Social Security increases come out each year.

Yet all of these groups want something to be done about inflation—only they want it done somewhere else.

So long as we continue to play the "somewhere else" game, inflation is not going to be licked. All of us must be impacted.

The Reagan administration is not alone in being reluctant to move on this Consumer Price Index problem. When I tried to pressure the Carter administration to act, I received public support from his chief inflation fighter, Dr. Alfred Kahn, and whispered support from a great many other White House insiders, but the decision was made that it was too much of a political hot potato; they couldn't tackle it.

And now the Reagan administration is following the same line.

Last year I was able to get an amendment added to the budget asking the White House to report by the end of November of 1980 what should be done to correct the Consumer Price Index. That "Report on Indexing Federal Programs" finally came out saying that the present system is significantly in error and should be corrected.

Dr. Otto Eckstein, president of the highly respected Data Resources, Inc., one of the nation's chief economic forecasting groups, in a public speech called the document calling for correction of the index "the most significant document produced in the four years; of the Carter administration."

After that report was issued the head of the Bureau of Labor Statistics was quoted in the newspapers as saying that the CPI should be corrected by 1985. **1985!**

Great news!

If we continue to move so slowly and so gutlessly on inflation, in 1985 inflation will be just as bad as it is now, if not worse. And the nation cannot tolerate that.

The budget proposals which apparently are coming forth from the Reagan camp make some necessary reductions, leave some

sacred cows untouched, and dramatically reduce other programs that are vital to the protection of the American public.

By the time that budget gets finally refined, I fear we will have distorted the nation's priorities and done almost nothing to pull back inflation.

Unless we are willing to tackle the big budget items and tackle the really tough things like correcting the CPI, we may get reelected, but it won't be because we've done anything about inflation.

Wells on Health

By **Marion Wells,** Research Director, American Physical Fitness Research Institute

Strain

An editor we know began the new year by cautioning his readers to drive carefully, remembering a car wasn't all that could be recalled by its maker.

"Emotional strain is a known cause of accidents," experts warn. Make the car off limits to quarrels. We know someone who argued with his wife in the car and got so upset he literally got dizzy. He barely made it off the freeway. Let someone else drive if you're upset. Or stop and relax for awhile. Or postpone starting out.

How you feel physically can also affect how you drive. A headache, indigestion or anything that gives you discomfort and pain can be a threat. **Try not to drive when you're not feeling right.**

Make frequent rest and stretch stops to stay fresh and avoid fatigue. Have you thought of bringing along some travel games for the kids?

Be aware there can be peril of pills. Some medicines may have effects that make it unwise for you to drive. Always check any prescription or over-the-counter medication (liquids and sprays as well as tablets) to see if this is the case. Read labels carefully. If in doubt, your pharmacist can advise you.

Could the day you drive too fast be your last? An expert with the National Highway Traffic Safety Administration explained that at moderate speeds, the passenger compartment of a car is much more apt to survive an impact intact. At high speeds there's a higher risk it could crush in on the riders like an accordion in a crash. So improve your odds to survive. Drive no more than 55 miles per hour.

And always take time to buckle up lap and shoulder safety harness and make sure infants and toddlers are secured in child safety restraints specially suited for them.

A big cause of driving disasters is trying to do too much on a weekend, we were told. Suddenly it's the night before work the next morning and you have to drive for hours to get home. At that point you may be tempted to do something you know you shouldn't, like driving when you're having trouble staying awake.

Leave yourself plenty of time to reach destinations. Don't force yourself into deadlines. At sundown, slow down. More accidents happen when it's dark. Try not to be on the road too late.

And remember that taking enough time to drive safely may make you more sure to arrive. Some people who hurry on the highway to reach their destination take forever to get there!

Headaches

The headsplitting list of things that can trigger a pain in the head includes injuries, infections, a number of drugs and chemicals, mental and emotional distress, and a wide variety of physical ailments. **So when you see a physician for headaches, your doctor needs your aid to do effective detective work.**

A seemingly insignificant clue could be the one that cracks the case. Seymour Diamond, M.D., a past president of the National Migraine Foundation, told of tracking down one patient's tormentor by having him keep a diary.

It revealed the headaches had something in common. They came on after eating Chinese food. The patient proved sensitive to monosodium glutamate (MSG), a flavor enhancer that may be used in a number of Chinese dishes. (MSG may be used in certain other foods as well.)

Your personal headache history may give your doctor an important tip-off. How often do they occur? At what time of day? How long does the pain last? How severe is it? Where is it located?

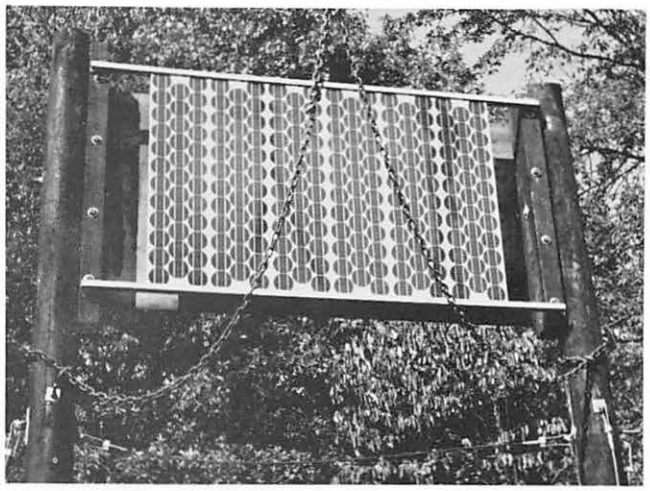
Provide as complete a family and personal medical history as possible. Include any known allergies or sensitivities you have, menstrual and obstetrical information, injuries, past surgery, and any tests or medication you've already had in connection with your headaches.

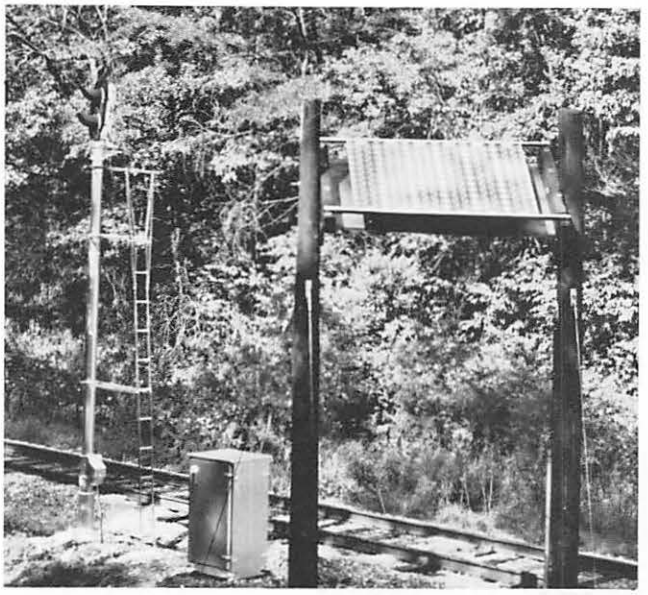
How else can you help your doctor narrow down the list of suspects? Your emotional state, sleep habits, bodily changes you've experienced (menstrual or other) and your relationship to family, job and environment might also contain an important clue.

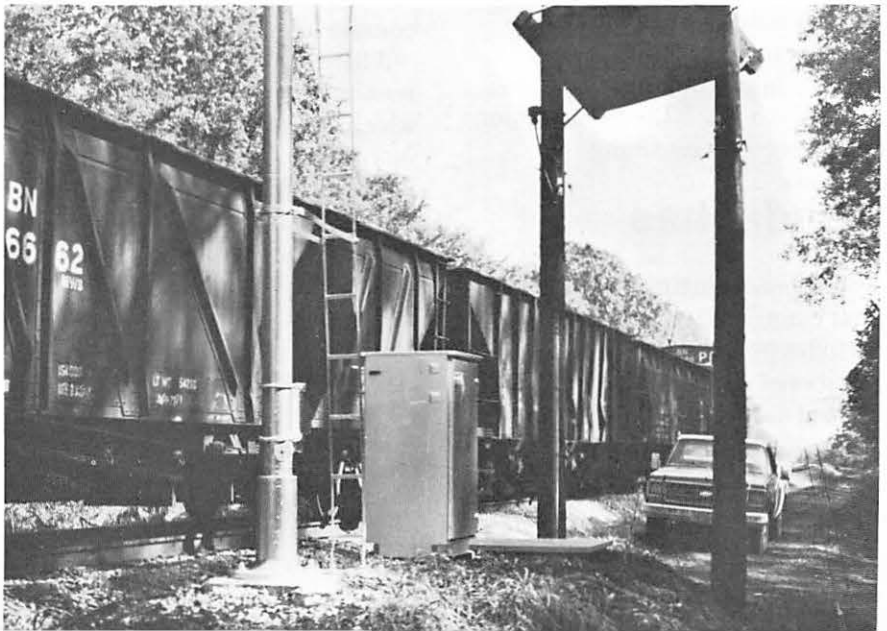
There are several specialized centers in the U.S. and abroad which study, diagnose and treat more difficult headache cases. The majority of patients referred to these headache clinics are helped to at least some degree. Clinic names are available either through medical societies or the National Migraine Foundation, 5214 North Western Avenue, Chicago, IL 60625.

Help your doctor help you by putting your heads together!

News About Members

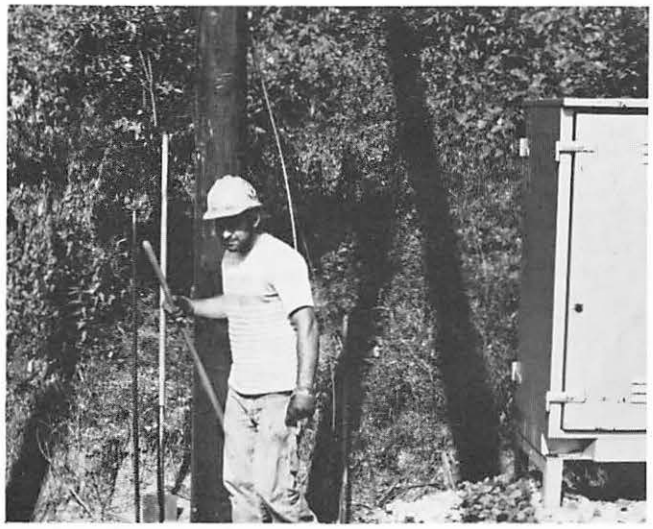






BN signal crew installs solar power equipment

Burlington Northern signal construction crew No. 138, has installed several solar power panels and equipment to provide a source of electricity for signal



batteries near Sorento, IL. These locations are on the BN line south of Galesburg that runs to Centralia, IL.

Members of the construction crew include J. M. Houston, foreman; T. M. Gielav, signalman; M. K. Skinner, signalman; and two assistant signalmen, B. H. Lehman and D. L. Alexander. The men are members of Aurora-Galesburg Lodge 103.

MP signal maintainer is a civic leader

Walter Wildman, signal maintainer for the Missouri Pacific at Piedmont, MO, certainly does not have time to loaf. In addition to his duties as signal maintainer covering a territory of about 50 miles between Williamsville and Tiptop, he is also a municipal judge, a fireman-medic and president of the local cancer society.

Our thanks to *mo-pac news* for this interesting story about Brother Wildman, who is a member of Missouri Lodge 72.

Every other Saturday morning, Signalman Walter Wildman becomes Municipal Judge Wildman in Piedmont, MO. As Judge Wildman, he handles traffic and misdemeanor-class offenses brought to court by city law enforcement officers.

Wildman is serving his second term as municipal judge. He was first elected to the post in 1977, winning over seven others on the ballot. He was re-elected in 1979.

In his service as municipal judge, Wildman says "my fines are a little stiff for a municipality, however, my main concern is that I get the attention of those who drive under the influence of alcoholic beverages so that — for their own safety as well as other motorists — they change their behavior."

He is particularly pleased with the success of his work with "repeaters" to his court on "driving-while-intoxicated" charges. "These people, usually young persons, need help, and we get it for them," Wildman says. "We work with a counseling service from Poplar Bluff, and, so far, we've had good results every time."

To gain certification by the Missouri State Supreme Court for

Checking circuit diagrams at a rail highway grade crossing is Walter Wildman, signal maintainer for the Missouri Pacific. He's a resident of Piedmont, MO, and his territory includes the MP main line between St. Louis, Poplar Bluff and North Little Rock.

his position, Wildman completed an 80-hour course of study, followed by an exam, now required for all municipal judges in the state. The course included study of state statutes, 220 municipal ordinances, as well as court procedures.

Wildman's community service also includes work as president of the Wayne County Cancer Society. "I lost my father to cancer, and that is why I want to help this group which raises the money needed to pay for research work. It's a vital cause, and we can use all those who will volunteer their services," he said.

The Piedmont Volunteer Fire Department also benefits from Wildman's community involvement. To this group, he brings the skills of an Emergency Medical Technician (EMT), learned in two separate courses of study in 1975 and 1978.

Wildman, who has been a Mo-Pac employe since 1948, says "I didn't really like railroading until I had some responsibility."

As a signal maintainer since 1963, Wildman has had responsibility, the daily obligation to see that all signals in his territory are in proper working order to direct the safe movement of trains.

For nearly 10 years, he was Mo-Pac's signal maintainer at Plattsmouth, NE. In 1973 he took the opportunity to return to his hometown, Piedmont, as signal maintainer. His territory — Williamsville to Tiptop — covers 50 miles of the DeSoto Subdivision, Arkansas Division trackage. Seven trains a day on that line depend upon proper CTC signaling.

With good maintenance and trouble shooting practices, Wildman's territory has few signal problems. "When we have a problem, fixing it is easy; it's finding the cause of the one signal forcing all the others to give red (stop) indications, that takes time. Our train crews are very helpful in these instances. They let me know right away where any signal light is not working properly."

Wildman says his territory is a sportsman's paradise. Wild turkeys, deer and other wild game abound in the 15-mile wilderness area south of Piedmont.

He recalled one recent encounter with a cougar. "The cat was parading back and forth on the cliff above me at Granite Bend, as I waited with my motor car for an approaching train to pass. There was no way to escape, so I revved the motor car's engine a bit, which scared the big cat away."

SP signalmen win Eagle Eye awards

Five signalmen have received Southern Pacific's Eagle Eye Award for special alertness in finding defects which were not easily seen through regular observation and for taking action which prevented possible accidents.

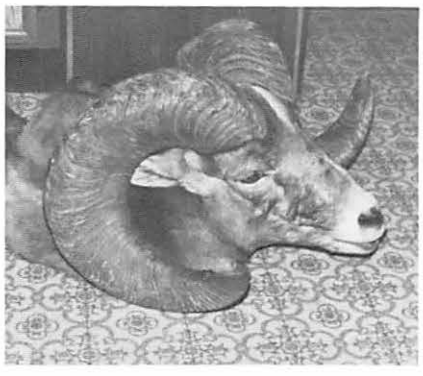
The Brothers so honored include D. M. Mengore, signal maintainer on the Oregon division and a member of Local Lodge 34. On the Western division signal maintainer B. J. Bunting and a member of Oakland Lodge 92, received an Eagle Eye award. Two members of Gulf Coast Lodge 99 were recipients of Eagle Eye awards. They are: D. W. Bachhofer, assistant signalman and F. W. Doege, signal technician, both working on the San Antonio division. On the Los Angeles division A. T. McWhorter, a member of Los Angeles Lodge 104, received an Eagle Eye award.

BALTIMORE & OHIO: **Charles T. Baldwin** and **Charles L. Balthus,** both members of Monumental City Lodge 31, have retired. **Max Kalp** and **Robert J. Navolt,** members of Winton Lodge 94, have retired.

BOSTON & MAINE: The following members of Bay State Lodge 120, retired last year:

Maurice L. Littlefield in October; **Robert J. McLaughlin** in January; and **Daniel C. Walsh** in May.

BELT RAILWAY OF CHICAGO: **D. J. Flaska,** former recording & financial secretary of Local Lodge 194, retired August 31, 1980.



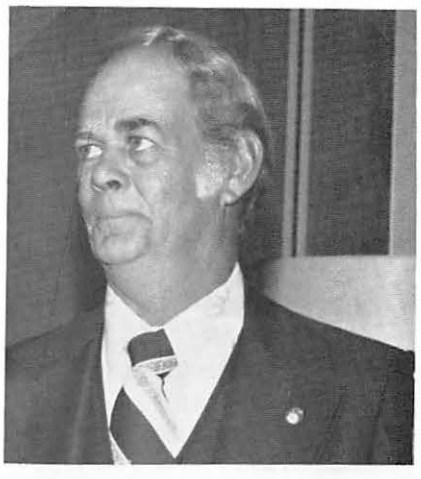
Signalman bags big horn ram

The largest big horn ram ever killed in Montana was bagged by Armand H. Johnson, signalman on the Burlington Northern and a member of Northern Pacific Lodge 87. Brother Johnson reports that he killed the big horn ram east of Thompson Falls, MT, on November 19, 1979. This was the 13th day that he had been hunting that Fall. A hunter for several years, he had applied for a big horn ram permit 21 out of 22 years.

After the required 60-day drying period the horns were measured by Jim Ford, an official Boone and Crockett measurer. The horns scored 200⅜ points, which makes them 8th in the world for big horn rams. This was the largest big horn ram ever recorded in the US and the biggest taken by a hunter since 1924. In another category, Brother Johnson's big horn ram is the 6th largest ever taken by any hunter. Other measurements made at the time included the spread from tip to tip of the horns, measured 28⅝ inches. This is the widest ever recorded. Other measurements included right horn length of 44¾ inches. Right horn base circumference 16½ inches. Left horn length 46 inches and left horn circumference 16⅝ inches.

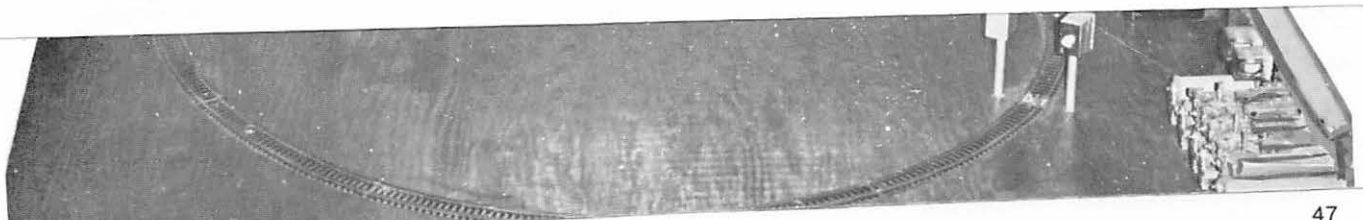
Brother Johnson has received many awards for this big horn ram, such as the gold medal award for first place for big horn sheep at the North American Sheep Foundation show in Houston, TX. After the horns were returned from Houston the head was mounted by taxidermist, Larry Dvorak in Missoula, MT. At the Big Horn Sportsman Show in 1980 in Spokane, WA, Brother Johnson won a Smith and Wesson rifle as an award for the best animal killed in 1979.

BURLINGTON NORTHERN: **Vern L. Johnson,** signal helper at North LaCrosse, WI, and **William L. Michael,** signal maintainer at Galesburg, IL, have retired. Brothers Johnson and Michael are members of Aurora-Galesburg Lodge 103. **Melvin Ivins,** ctc signal maintainer at Wray, CO, and **Leonard C. Johnson** at Aurora, NE have retired. Brothers Ivins and Johnson are members of Lincoln Lodge 119. **Leonard E. Gray,** signal maintainer at Newport, WA; **R. A. Johnson** and **Kenneth Warren,** ctc maintainer at Cashmere, WA, have retired. Brothers Gray, Johnson and Warren are members of Vancouver Lodge 188. **Al A. Welle, Earl F. Fichtel,** signalman at St. Paul, MN; **Gordon A. McConn,** signal maintainer at Grand Forks, ND and **Stanley O. Thompson,** signal inspector at St. Paul have retired. Brothers Welle, Fichtel, McConn and Thompson are members of Great Northern Lodge 154. Brother McConn was also the former recording & financial secretary of local 154. **John A. Anderson,** signal maintainer at Barnesville, MN, and **R. J. Hamann,** members of Northern Pacific Lodge 87, have retired.



SCL signal maintainer is also a city mayor

T. L. McCallister, a signal maintainer on the Florence division of the Seaboard Coast Line, is also Mayor Pro-Tem for the city of Ridgeland, which is the seat of Jasper County in the southern part of South Carolina. Brother McCallister has been a resident for 19 years in Ridgeland. He held the position for two years and in January last year was elected to a four-year term. He is the top-elected official in this city of some 1,200 population. He reports that his mayoral functions required about 20 hours of his time each month.



Actually, the position of mayor involves more than the title would indicate. In addition, as Mayor

CHESAPEAKE & OHIO: **Maynard Marvin Reed** of the Hinton seniority district and a

CHICAGO & NORTH WESTERN: **Lawrence M. Drahos** and **Norman R.**

can pay you back many times over. It will also help you to distinguish between true value and cosmetics like fancy wallpaper, rugs, and model-home furniture.

Once you have found a house you like and are sure it has everything you want, try to figure out how much it will cost you to own it.

When you make an offer, start by taking at least 10% off the asking price. Bargaining is an accepted practice in home-buying. Find out from the lender what the down payment will be. If you're planning to get a conventional loan, your down payment will usually run 20 to 25% of the sales price. If you take out private mortgage insurance, the down payment may drop to 5 or 10%. With FHA insurance, the down payment may be only 3 to 10%, and with a VA-guaranteed loan, the down payment may be less than 3%.

Next, determine the amount you need to borrow by subtracting your down payment from the price of the house.

To arrive at a monthly payment figure, take 10% of the total loan and divide that by 12. Say you need to borrow $36,000 to cover the principal of the loan, the interest, and the mortgage insurance. (NOTE: Ten percent of $36,000 is $3,600. Divided by 12, this equals $300.) You will probably need to add one-twelfth of your annual real estate taxes and the monthly cost of your homeowner's insurance policy (normally included in your monthly payment) to the $300 figure.

These are your *purchase* costs. You also will face substantial *homeownership* costs, including utilities (heating, cooling, water, sewer charges, telephone), maintenance and repair, local taxes not covered in your mortgage payment, and any special homeowner association fees or charges.

If you discover, after totaling these figures, that your monthly housing cost will be one-third or less of your monthly take-home pay, you should be able to afford the house. But the only way to be sure is to make a detailed list of *all* your expenses and deduct this from your take-home pay.

(The Homebuyer's Information Package contains worksheets and checklists and sample legal documents to help you make decisions in this and other areas.)

The purchase agreement

When you've determined that you can afford the house of your choice and you and the seller have agreed on the price, some form of *purchase* agreement will be drawn up. The terms and conditions of the sale are spelled out in the agreement; once it's signed by seller and buyer, it becomes a legal contract.

Therefore, before you sign any agreement to buy, make sure you know the sales price, the amount of deposit or down payment, and what the seller promises to do before you buy (such as repainting, making repairs, etc.). Be realistic. Don't agree to terms you can't live with. Don't agree to a large down payment you can't afford. Don't buy the seller's furniture or lawn mower unless you really need it and the price is a bargain.

Read the agreement several times. Before you sign it, show it to a real estate lawyer or a counseling agency*, even if you think you understand all it says. Make certain that the agreement lists conditions that will let you out of the agreement if, for example, you don't get your loan or the terms you need, the seller fails to live up to his or her part of the agreement, or if major defects show up upon professional inspection.

When you sign the purchase agreement, you will have to make an "earnest money" deposit on the house. Try to keep the deposit as low as possible — it can be as little as $100. But keep in mind that, at settlement, you will have to make up the entire difference between the deposit and the agreed-upon down payment.

*Ask your local HUD office for the names and addresses of HUD-approved counseling agencies in your area.

Financing the house

Very few people buy a house with cash. Most buyers have to get a mortgage loan in order to pay the seller. Because your mortgage payment will probably be the largest of all your monthly expenses, it is important for you to know what a mortgage is, where to get a mortgage loan, and how to get the best terms.

A mortgage is a special loan for buying a piece of property. It usually has a lower interest rate than most other loans and is paid back over a longer period of time — in some cases 35 years. However, at any time during this long loan period, if you fail to make your monthly payments, the lender can foreclose and sell the house to recover the money you still owe. So, it is important to make each monthly payment on time.

There are many institutions which make mortgage loans: your credit union, for example, if you belong to one, or a savings and loan association, or the bank where you keep a checking account. Some insurance companies also make mortgage loans. So, of course, do mortgage banking companies.

Before you start shopping at any of these places, however, it's a good idea to check your credit rating with a credit bureau. You will have to pay a small fee but the information is useful to have. If you find that your credit rating is poor, you may be wasting your time looking for a mortgage loan. Your aim is simple: to borrow the amount of the sales price of the house, less the down payment.

Getting the lowest possible

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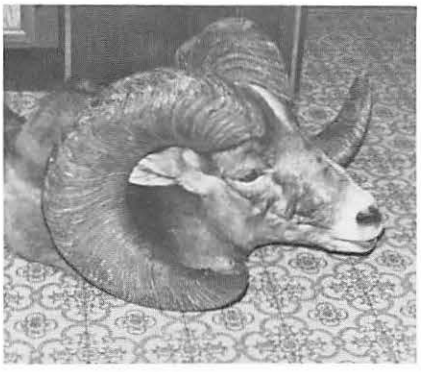

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Actually, the position of mayor involves more than the title would indicate. In addition, as Mayor Pro-Tem, Brother McCallister serves on the development board whose goal is to urge industry into the community. Also, he is police and fire commissioner as well as communications officer for civil defense in Jasper County. McCallister says that the work is rewarding and he feels it gives him an opportunity to do something for the community in which he has lived for so many years. He reports that Ridgeland citizens actually take pride that the SCL runs through the center of the town and they keep the grass and land neat and trimmed that adjoins railroad property. There's a real community spirit here for the railroad. Brother McCallister is a member of Local Lodge 16.

CHESAPEAKE & OHIO: **Maynard Marvin Reed** of the Hinton seniority district and a member of Clifton Forge Lodge 89, has retired. **Kenneth Ray,** electronic maintainer at Dearborn, MI, retired at the end of December last year. Brother Ray had 28 years of service in the communication department. He was a member of Valley City Lodge 123. Other members of Local 123 who have retired include **Joseph L. Hawkins** and **George D. Noble** from the Canadian seniority district. **Landon S. Willett,** a member of Tri-State Lodge 136, has retired. **John Garvin,** signal maintainer at RV Cabin, Russell, KY, and a member of Russell Lodge 139, retired last December. **William N. Turner,** a member of Hocking Lodge 216, has retired.

CHICAGO & NORTH WESTERN: **Lawrence M. Drahos** and **Norman R. McMicken,** members of Madison Lodge 39, have retired. **Oscar J. Sauer,** a member of Local Lodge 130, has retired. **Theodore G. Moline,** signal maintainer at St. Paul, MN, retired recently. Brother Moline, a member of Omaha Lodge 168, compiled a unique safety record in that neither he nor anyone working under his supervision ever had a reportable injury during his 44 years of service with the railway. Brother Moline also lays claim to being the last actively employed member of the original officers group of the 714 Railway Operating Battalion sponsored by the former Chicago, Minneapolis & Omaha Railway, which was later merged into the C&NW.

Signalmen Derek Chance (left) and Mike McNee hook up track leads for Chicago & North Western's automatic train control system near Carroll, IA. Brothers Chance and McNee are members of Local Lodge 43. Their work is in connection with a C&NW track upgrading program.

Maintenance in a terminal area is always a continuing and busy function. Charles Schilaci, a member of Grand Crossing Lodge 70, is working on a switch machine of the Chicago Division, Illinois Central Gulf.

MP signal maintainer builds ctc layout

Keith Corley, signal maintainer for the Missouri Pacific at Fort Worth's Centennial yard, has completed construction of a centralized traffic control layout which helps the signal trainees understand the operation of ctc and enables them to solve problems. Brother Corley, a member of Fort Worth Lodge 141, was one of the finalists last year in the Brotherhood of Railroad Signalmen's signal trainee of the year contest.

Our thanks to *mo-pac news* for this interesting article and photograph of Brother Corley.

When Keith Corley, signal maintainer at Fort Worth, attended Missouri Pacific's signalmen's school four years ago at North Little Rock, he discovered that some of the students encountered difficulty in reading the blueprints. To overcome that problem, he proceeded to construct a one-foot by eight-foot model which simulated Mo-Pac's CTC and ABS roadway signal systems.

Now, after many hours in its construction, Corley has completed a larger mockup of the railroad's centralized traffic control system which will enable students to obtain a better understanding of how the circuitry works.

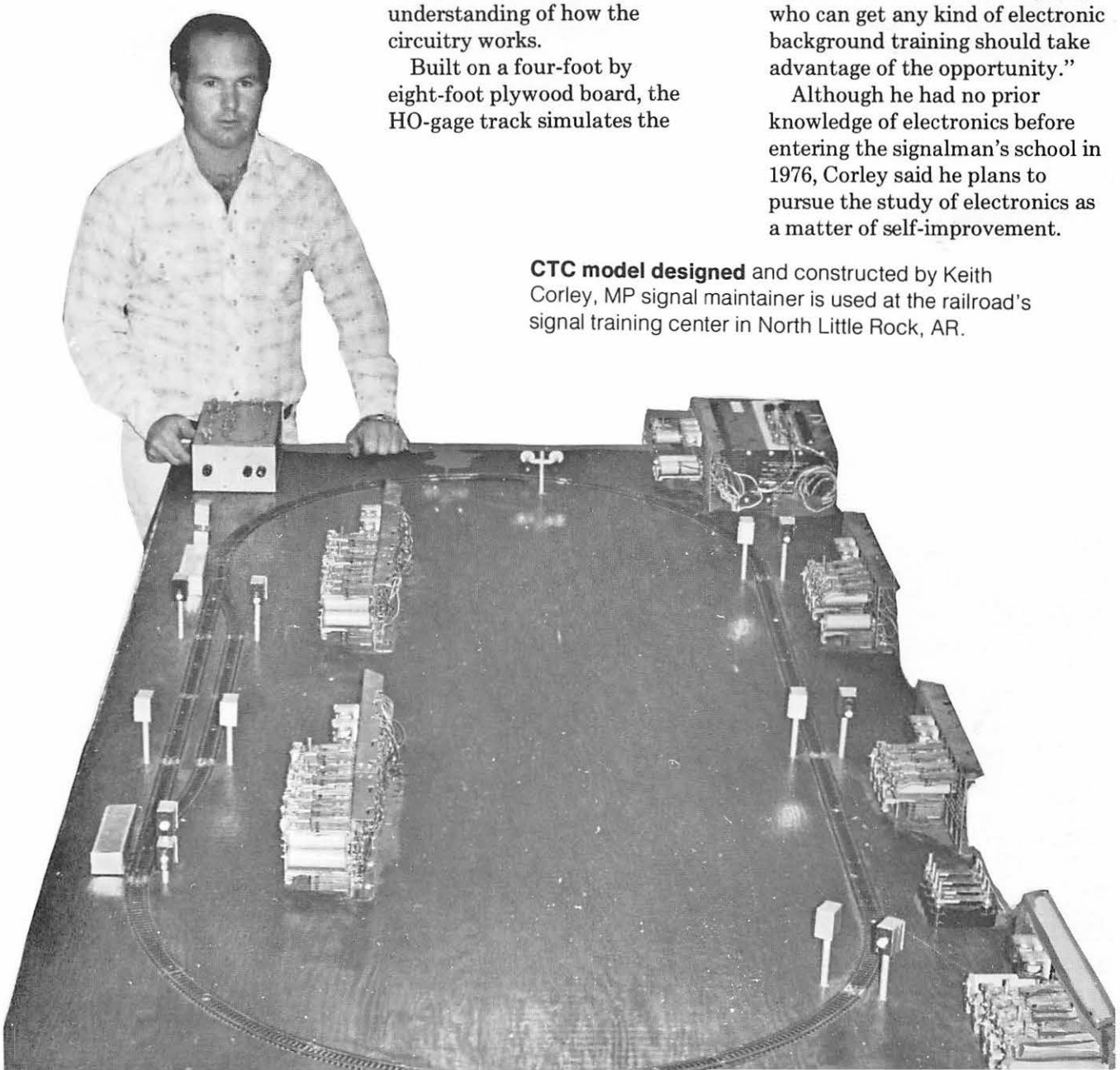
Built on a four-foot by eight-foot plywood board, the HO-gage track simulates the mainline with a siding, six signals and a grade crossing warning signal. Transformers reduce the voltage from 110 to 24 volts. Small lights, spaced at intervals between the trackage, serve to indicate the movement of a train over a part of the line.

The entire layout, according to Corley, consists of 20 ft. of track on which he used nearly 2,000 ft. of 22-gage wiring for the signal connections.

The miniature signal layout is constructed in such fashion that it can be used to solve problems where the track circuit might be down.

"The railroad industry is becoming more and more involved in the use of electronics," Corley commented. "I feel that anybody who can get any kind of electronic background training should take advantage of the opportunity."

Although he had no prior knowledge of electronics before entering the signalman's school in 1976, Corley said he plans to pursue the study of electronics as a matter of self-improvement.



CTC model designed and constructed by Keith Corley, MP signal maintainer is used at the railroad's signal training center in North Little Rock, AR.

Moving the GRS machine was accomplished by the use of a crane which picked the machine up and put it in a truck. It was hauled to the new site at Woods Interlocking and then lifted by crane from the truck to the new building where the men pushed it in and hooked it up. Shown here from left to right are: M. B. Logan, signal foreman; J. W. Murphy, signal maintainer; G. L. Cassiday, general signal inspector, ConRail and D. L. Snieder, signal maintainer.

Moving the US&S machine involves carrying it out across tracks.

CR signalmen move two ctc machines

Last Fall, ConRail's signalmen of Indianapolis Lodge 42 had the project of moving two ctc control machines. In the case of moving a General Railway Signal Company machine from the second floor of a tower they were able to use a crane. Another machine was a Union Switch & Signal direct wire machine. The men moved it themselves from the Van Junction Interlocking to Woods Tower Interlocking about 2,500 ft away.

Not only moving machines were involved but hooking up cables. The US&S machine had five 37-conductor cables, some 4-conductor cables and 2-conductor cables. According to J. P. Sparkman, signal inspector and local chairman of Indianapolis Lodge 42, the cables were buried, hooked up, checked and buzzed out before the machine was disconnected and moved. Within three hours after the direct wire machine had been placed in the Woods Tower plant, it was back in operation with no failures.

Much of the success of the operation was due to the skill and fine efforts of the signalmen involved.

Included in the work were four testmen, one inspector foreman, two foremen, thirteen signal maintainers, a signal supervisor and an assistant signal supervisor. Brother Sparkman in reporting on the operation also gives much credit to the smooth moving of the machines and planning of the whole operation to D. G. Shiels, regional engineer communications & signals, and G. L. Cassiday, general inspector communications & signals, both from the Southern Region office at Indianapolis.

Handling the Union Switch & Signal machine was a different matter and required considerable manpower. Moving the machine were these people including some who supervised: M. B. Logan, inspector-foreman; T. J. Bryant, maintainer; R. J. Cotton, maintainer; Joe Kira, maintainer; Bob Hallet, testman; Steve Ellis, maintainer; Dan Williams, testman; J. L. Abels, foreman; Steve Riddle, maintainer; K. Riddle, maintainer; Jim Strange, maintainer; Mike Foster, maintainer; Mark Stergar, maintainer; Bob Wade, maintainer; L. J. Robbins, supervisor C&S; W. F. Robbins, foreman; Sam Christian, testman; E. W. Cogdill, testman; and E. E. Cogdill, assistant supervisor C&S.

Also involved in moving the ctc machines was to install new batteries in different locations. Installing batteries in a new box are signal maintainers Don Snieder, J. W. Murphy and S. L. Ellis. Foreman is W. F. Robbins.

Milwaukee signalmen at the Milwaukee, WI shop taken in early 1947. From the left, they are: John Bishop, Vert Rajtche, Herman Ulrich (front), William Stewart (middle), Harold Nevilt (rear), John Milne, Fred Pfaff and Merwin "Bunco" Fowler. Our thanks to Mrs. Merwin Fowler for the picture.

CONRAIL: **Carmen A. Fresca** and **George J. Graham,** members of Unity Lodge 2, have retired. **Lewis Vanino** of Reading Lodge 26, has retired. **Martin L. Seitz** of Susquehanna Lodge 37 recently retired. **T. K. Blake** and **Richard C. Hill, Sr.** of Wilmington Lodge 48 have retired. **George R. Clouse, Howard A. Dapper** and **George B. Himes,** have retired. Brothers Clouse, Dapper and Himes are members of Blairsville Lodge 40. **James J. Costello, Jr.,** a member of New York City Lodge 76, has retired. **C. E. Wheelus,** a member of Gateway Lodge 84, retired in December, 1980. **Edwin P. Harry,** a member of Akron Lodge 109, retired at the end of last year. **Edward Krenzelak,** a member of Pitt Lodge 112, has retired. **Robert Devine** and **Thalbert Kishbaugh,** members of Deposit Lodge 145, have retired. **Ronald D. Lobdell,** a member of Local Lodge 212, has retired.

KANSAS CITY TERMINAL: **Kenneth E. Bradrick,** a member of Kansas City Lodge 21, retired December 31, 1980.

LONG ISLAND: **P. F. Ferguson** and **Clyde J. Temple,** members of Aeriel Lodge 56, have retired. The following members of Local Lodge 56 have completed 20 years service with the railroad: **J. P. Backes,** assistant foreman telephone and telegraph; **W. T. Berger,** signal maintainer; and **A. Dorner,** signal inspector. These members of local 56 have completed 25 years service with LI: **T. L. McMillan,** maintainer telephone and telegraph, and **J. P. Scherz,** signal technician.

MISSOURI PACIFIC: Missouri Lodge 72 members **Elmer E. Cannon, Cecil E. Haley, R. H. Hogan, Amos A. Owen** and **Lewis D. Smith,** have retired. These members of Fort Worth Lodge 141 have retired: **J. B. Exum, Jessie J. Morris** and **H. W. Ward.** Brother Morris had served as general chairman of the former Texas & Pacific.

DELAWARE & HUDSON: **Earl T. Sheldon,** a member of Local Lodge 147, retired September 15, 1980.

DENVER & RIO GRANDE WESTERN: **Bert L. Denison,** former recording & financial secretary of Local Lodge 24, retired September 30, 1980. **W. Edwin Ferguson,** former general chairman, retired December 31, 1980.

FAMILY LINES: **Robert F. Massey,** signal foreman for the Louisville & Nashville at Mobile, AL and a member of Local Lodge 137, has retired. **L. M. Hightower,** signal maintainer at Tampa, FL for the Seaboard Coast Line, has retired. Brother Hightower is a member of Local Lodge 16.

ILLINOIS CENTRAL GULF: **R. H. Johnson,** a member of Miss-Lou Lodge 107, has retired. **William H. Taylor,** signal maintainer at Durant, MS, and a member of Memphis Lodge 162, retired in September of last year. **H. E. Williams,** signal maintainer at Cairo, IL and a member of Cairo Lodge 51, retired last Fall. **Gerald L. Brandon,** signal maintainer at Gibson City, IL and a member of Gilman Lodge 81, has received his 25 year service pin from ICG. **M. D. Burns,** a member of Memphis Lodge 162, has retired.

MILWAUKEE ROAD: **T. S. Braden,** a member of Milwaukee Lodge 61, has retired.

LOUISVILLE & NASHVILLE: **E. E. Ashabraner,** a member of Nashville Lodge 71, has retired. **P. E. Brock,** signal tester at Birmingham, AL, and a member of Birmingham Lodge 178, has retired. **Virgil D. Hill,** signal tester helper at Louisville and a member of Eastern Kentucky Lodge 215, has retired. **Worley A. Seagraves,** signal maintainer at Tullahoma, TN, and a member of Risedon Lodge 208, has retired.

ROCK ISLAND: **Vincent A. Drury,** a member of Rock Island Lodge 183, has retired. **Edwin C. Herbic,** a member of Pioneer Lodge 23, has retired. **Edward L. Rollings,** a member of Martin Lodge 17, has retired.

SANTA FE: **Wesley D. Stephenson,** a member of Carrollton Lodge 20, has retired. **Donald R. Henton** and **John W. Stanley, Jr.,** members of Midwest Lodge 33, have retired. **C. E. Wise,** signal maintainer at Brownwood, TX, retired last October. Brother Wise was a member of Santa Fe Lodge 121. **G. W. Elem** and **D. L. Salters,** members of Rocky Mountain Lodge 161, have retired.

SOUTHERN PACIFIC: **R. K. Liggett,** signalman on the Oregon division and a member of Local Lodge 34, has retired. **William Gogna,** signalman, and **David T. Rappley,** both of the western division and members of Oakland Lodge 92, have retired. **C. H. Ashcraft,** leading signalman of the Los Angeles Division and a member of Los Angeles Lodge 104, has retired. **E. R. Brown,** signal maintainer on the San Antonio division, has retired after completing over 29 years of service. **D. T. Slay,** also on the San Antonio division has retired after 39 years of service. Brothers Brown and Slay are members of Gulf Coast Lodge 99. **James H. Murphree,** signal maintainer on the Oregon division and a member of Roseburg Lodge 152, has retired. **Harry F. Simon,** a member of Sacramento Lodge 179, has retired. **W. B. Lindsay,** a member of El Paso Lodge 182, has retired.

PEORIA & PEKIN UNION: **Richard C. Dillow,** recording & financial secretary and local chairman of Local Lodge 211, has retired. **Timothy R. McDonald,** assistant signal maintainer, has been appointed to fill the unexpired term of Brother Dillow as financial & recording secretary. **Lloyd C. Hendon,** signal maintainer, has been appointed to fill Brother Dillow's unexpired term as local chairman.

SOUTHERN: **R. H. Varner,** signal maintainer at Macon, GA, and a member of F. B. Stanley Lodge 11, retired in July, 1980. **C. D. Helton,** a member of Miller-Griffith Lodge 49, retired in September, 1980. **R. G. O'Neal,** also a member of local 49, retired October 1, 1980 after 34 years, 9 months and 5 days of service. Brother O'Neal has been a signal maintainer in Macon, GA. He had been active in Brotherhood affairs and held the office of local chairman, trustee of local 49 and a trustee of the Southern general committee.

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS: **Elmo R. Benson,** a member of St. Louis Terminal Lodge 132, retired June 30, 1980. **Steve Gipson,** also a member of local 132, retired May 31, 1980.

WASHINGTON TERMINAL: **James A. Payne,** a member of National City Lodge 114, retired June 30, 1980.

NORFOLK & WESTERN: **H. L. Harshbarger,** signal maintainer at Highlin, IN, and a member of Nickel Plate Lodge 166, has retired. **Ross H. McManigell, Jr.,** signal maintainer at Findlay, OH, and a member of Local Lodge 169, has retired. Another member of local 169 who recently retired was **Robert Weyandt. Errol Q. Hill,** has retired as signal shop foreman at Belleville, OH, and he received his 40 year service pin from the N&W in December, 1980. Brother Hill is a member of King Lodge 201. **Peyton T. Tutwiler,** leading signalman at Roanoke, VA, and a member of Goodwin Lodge 77, retired in December, 1980.

Glenward P. Turnes, signalman at Roanoke and also a member of local 77, has received his 40 year service pin from the N&W.

ST. LOUIS-SAN FRANCISCO: **M. E. Potter,** a member of Frisco Lodge 129 has retired.

SEABOARD COAST LINE: The following members of Local Lodge 16 have retired — **Allen F. Anderson,** signalman at Laurinburg, SC, **Erney W. Bell,** signalman of Savannah, GA, **James E. Johnson,** signal maintainer at Hialeah, FL and **Leon Green,** signalman of Jacksonville, FL.

UNION PACIFIC: Rock Springs Lodge 8 members who have retired recently include: **Dale V. Bubolt, Gordon D. Chidley,** signal inspector at Aurora, CO, after 35 years of service; **Walter Latos,** signal maintainer just west of Cheyenne, WY and **Lloyd E. Shilling. Wilbur W. Callen,** relay repairman signal shop in Pocatello, ID, and a member of American Lodge 111, has retired after 31 years of service with the railway.

By now you should have received a Brotherhood of Railroad Signalmen's questionnaire concerning the 1981 wage and fringe benefit notice. Your comments are needed. Please fill out the 4-page form and return promptly.

Personal Aids & News

Home buyer's guide can save you money

When it comes to buying a home, there are some basics that can help the average person save money as well as time. Buying a home is a big investment and it might be worthwhile to invest $4.95 to get some help. Titled the **Homebuyer's Information Package,** a 3-ring binder notebook is packed with helpful hints on homebuying.

To order the Homebuyer's Information Package send check or money order payable to Superintendent of Documents, Government Printing Office, Washington, DC 20402. Order document No. s/n 023-000-00508-5.

Below is an abstract of some of the material:

To buy or not to buy

Before you decide to buy a house, or even to look at houses, ask yourself several important questions.

Why do you want to buy a house? What are the advantages of owning vs. renting? The disadvantages? How much can you afford to pay each month to buy and own a home? Both kinds of costs are substantial. Do you have enough cash for a down payment, for moving expenses, and for settlement costs that can run as high as ten percent of the total sales price?

If you decide that you will benefit from owning a home and can afford it, then you need to consider how much space you need, indoors and out, and what kind of house and neighborhood will best suit your needs.

Then move on to answer other questions. Is now a good time to buy? Are there houses available in your price range? Can you get a mortgage? Do you have a steady job and a good credit history?

If you've answered these questions satisfactorily, you are probably ready to begin house-hunting. But keep in mind that buying a house is a major, long-term commitment and that putting money into a home will probably mean that you'll have to forego or postpone other expenses — perhaps the new car or expensive vacation you've been wanting. If you're still determined to buy a house, read on.

The search for a house

Choosing the right neighborhood is an extremely important part of buying a house. The price you pay for a house is heavily influenced by the quality of the neighborhood in which it is located. That quality also will influence the price you get later on when you sell your house.

Learn the value of other houses in the area and investigate the quality of the schools, public services, and incidence of crime. Carefully observe the general appearance — condition of houses, lawns, landscaping. A well-maintained neighborhood means that the people who live in it care about it, themselves, and each other.

Keep in mind that it may be important that your home be close to your present or future job, public transportation, shopping, schools and other facilities. Some trade-offs may be necessary here. Consider them carefully.

Above all, take your time and don't be pushed into a quick decision. You may want to look at some houses several times. Get a real estate broker to help you by showing you all of the houses in your price range in several neighborhoods.

If you feel you are not qualified to judge how well the house has been built, hire a professional inspector. This small investment

can pay you back many times over. It will also help you to distinguish between true value and cosmetics like fancy wallpaper, rugs, and model-home furniture.

Once you have found a house you like and are sure it has everything you want, try to figure out how much it will cost you to own it.

When you make an offer, start by taking at least 10% off the asking price. Bargaining is an accepted practice in home-buying. Find out from the lender what the down payment will be. If you're planning to get a conventional loan, your down payment will usually run 20 to 25% of the sales price. If you take out private mortgage insurance, the down payment may drop to 5 or 10%. With FHA insurance, the down payment may be only 3 to 10%, and with a VA-guaranteed loan, the down payment may be less than 3%.

Next, determine the amount you need to borrow by subtracting your down payment from the price of the house.

To arrive at a monthly payment figure, take 10% of the total loan and divide that by 12. Say you need to borrow $36,000 to cover the principal of the loan, the interest, and the mortgage insurance. (NOTE: Ten percent of $36,000 is $3,600. Divided by 12, this equals $300.) You will probably need to add one-twelfth of your annual real estate taxes and the monthly cost of your homeowner's insurance policy (normally included in your monthly payment) to the $300 figure.

These are your *purchase* costs. You also will face substantial *homeownership* costs, including utilities (heating, cooling, water, sewer charges, telephone), maintenance and repair, local taxes not covered in your mortgage payment, and any special homeowner association fees or charges.

If you discover, after totaling these figures, that your monthly housing cost will be one-third or less of your monthly take-home pay, you should be able to afford the house. But the only way to be sure is to make a detailed list of *all* your expenses and deduct this from your take-home pay.

(The Homebuyer's Information Package contains worksheets and checklists and sample legal documents to help you make decisions in this and other areas.)

The purchase agreement

When you've determined that you can afford the house of your choice and you and the seller have agreed on the price, some form of *purchase* agreement will be drawn up. The terms and conditions of the sale are spelled out in the agreement; once it's signed by seller and buyer, it becomes a legal contract.

Therefore, before you sign any agreement to buy, make sure you know the sales price, the amount of deposit or down payment, and what the seller promises to do before you buy (such as repainting, making repairs, etc.). Be realistic. Don't agree to terms you can't live with. Don't agree to a large down payment you can't afford. Don't buy the seller's furniture or lawn mower unless you really need it and the price is a bargain.

Read the agreement several times. Before you sign it, show it to a real estate lawyer or a counseling agency*, even if you think you understand all it says. Make certain that the agreement lists conditions that will let you out of the agreement if, for example, you don't get your loan or the terms you need, the seller fails to live up to his or her part of the agreement, or if major defects show up upon professional inspection.

When you sign the purchase agreement, you will have to make an "earnest money" deposit on the house. Try to keep the deposit as low as possible — it can be as little as $100. But keep in mind that, at settlement, you will have to make up the entire difference between the deposit and the agreed-upon down payment.

*Ask your local HUD office for the names and addresses of HUD-approved counseling agencies in your area.

Financing the house

Very few people buy a house with cash. Most buyers have to get a mortgage loan in order to pay the seller. Because your mortgage payment will probably be the largest of all your monthly expenses, it is important for you to know what a mortgage is, where to get a mortgage loan, and how to get the best terms.

A mortgage is a special loan for buying a piece of property. It usually has a lower interest rate than most other loans and is paid back over a longer period of time — in some cases 35 years. However, at any time during this long loan period, if you fail to make your monthly payments, the lender can foreclose and sell the house to recover the money you still owe. So, it is important to make each monthly payment on time.

There are many institutions which make mortgage loans: your credit union, for example, if you belong to one, or a savings and loan association, or the bank where you keep a checking account. Some insurance companies also make mortgage loans. So, of course, do mortgage banking companies.

Before you start shopping at any of these places, however, it's a good idea to check your credit rating with a credit bureau. You will have to pay a small fee but the information is useful to have. If you find that your credit rating is poor, you may be wasting your time looking for a mortgage loan. Your aim is simple: to borrow the amount of the sales price of the house, less the down payment.

Getting the lowest possible

interest is important because a ¼th of one percent difference on a $30,000 mortgage for 25 years amounts to about $10 a month or about $4,000 over the life of the loan.

Also keep in mind that getting a 20-year loan — as opposed to a 30-year loan — will raise your monthly payments. But it will save you literally thousands of dollars by the time the mortgage is paid off.

To find a mortgage lender, ask your real estate agent or someone at the local homebuilder, savings and loan, or mortgage banker association. Also, look in the yellow pages of your telephone book under "Mortgages."

When you call lenders, ask what interest rates they charge, how big a down payment will be required, how many years you will have to pay back the loan, and how much the application fee will cost. (Ask, too, how long the lender expects the quoted rate to hold good.)

Keep a list of the answers each lender gives you and then make your mortgage application with the one that has the terms which suit you best.

When you make out your mortgage application, be prepared to provide detailed information about the house you want to buy and supply personal data on yourself, your employment and income history, your assets and debts, and your credit references.

Ask your lender (or the HUD office nearest you) if you can get an FHA or VA-guaranteed mortgage. Down payment, interest rate, and onetime closing costs will be lower.

If you have any reason to feel that you have been turned down by a lender, a real estate agent, or an owner because of your sex, race, color, religion, national origin, or marital status, be aware that such discrimination is forbidden by Federal law. Report any such instance to your local HUD office or civil rights organization.

The closing process

Assume that you've found the house you want and have arranged for your loan. The seller has made the home repairs promised, and all the necessary inspections have been completed. Your lawyer is satisfied that the title to the property is clear.

You're ready to go to "settlement" or "closing."

A typical "closing" is a meeting between buyer and seller, the real estate agent, and a representative of the title insurance company. This is the moment when the ownership of the property is transferred from the seller to the buyer.

At this meeting, you will be asked to present a paid title insurance policy. You will sign a mortgage deed of trust (giving the lender the right to take back the property if you fail to make your payments) and a mortgage note (your promise to repay the loan). You will be "loaned" the money to pay the seller for the house and the lender's agent will collect the "closing costs" from you.

(Typically, these will include a loan origination charge, homeowner's insurance, advance payment of real estate taxes, county and state transfer taxes, and fees for document preparation, title examination, notary, recording, title company lawyer, and title survey.)

Closing costs can add as much as 2 to 10% to the cost of buying a home. Federal law says you must be told 24 hours prior to closing what charges you will have to pay.

Take a certified check in this amount to the closing session.

Moving in

After moving in, the new homeowner is apt to face three kinds of problems:

- Unexpected defects in the house.
- Attractive-sounding sales pitches from home improvement contractors.
- The homeowner's own desire to buy everything new.

Nearly every homeowner will remember when, shortly after moving in, a drain became plugged, the furnace broke down, or cracks began to appear in the ceiling. Some of these problems — like a sticking door or leaky faucet — may be minor. Others — a leaky roof or persistent power failure — can be serious.

In new homes, the owner possesses an *implied* warranty from the builder. If the builder belongs to the Home Owner's Warranty Program, you will receive a written warranty, some parts of which will stretch over 10 years. In any case, be prepared to argue with the builder over any defect that appears within the first year.

If you're buying an older home, you aren't protected unless equivalent protection is written into the sales contract. However, if you've bought a newly-renovated house from HUD/FHA, you will have a one-year warranty.

The answer to the other problems — resisting sales pitches and restraining the impulse to go out and buy everything you'd like to have — is to *wait.* Live in the house awhile. You'll find that your original desires will change. When you do decide to buy new furnishings, buy most of what you need with cash.

Don't sign any agreements with home improvement contractors until you've had a chance to find out what you really need, if anything. Even then, be very careful. A home improvement contract may allow the contractor to place a lien (claim) on your house if you don't pay on time.

Home maintenance

Regular maintenance of your home and its equipment is the best way to avoid unexpected repairs. Find out the cost of a service contract with your fuel company for the heating unit. Have the air conditioning unit cleaned each

year. Check the septic tank (if you have one) every two to five years. Keep gutters clean and downspouts unclogged, and check for loose siding and peeling paint.

All houses need repairs from time to time; the secret is to catch the problem when it is minor. Fix the leaky faucet and the sluggish drain before you flood the house. Patch the tile around the tub before the ceiling below falls down. There are many do-it-yourself books on the market that will show you what to do.

If things do go bad, check the warranties — provided by the builder and the appliance or equipment manufacturer. Check your homeowner's insurance policy; some repairs are covered under it.

In the event you have to have work done, choose a reliable contractor. Find out how long the contractor has been in business. Ask for the names and phone numbers of customers for whom work has been done and call several. Check with the local Better Business Bureau to see if there have been any complaints against the contractors.

Be especially wary of door-to-door contractors who "just happen to be in the neighborhood" and will give you a repair price without even looking at the problem. Insist on references, written details on what the contractor plans to do, and a firm estimate of cost.

A final point to remember: If you need a loan to pay for your improvement and your home is the security for that loan, you have three days after signing the agreement to change your mind and cancel the contract.

Signalmen will be at the Union Industries Show of AFL-CIO May 8-13 in Baltimore Convention Center

News About Products

Flasher units come in 8-in. and 12-in.

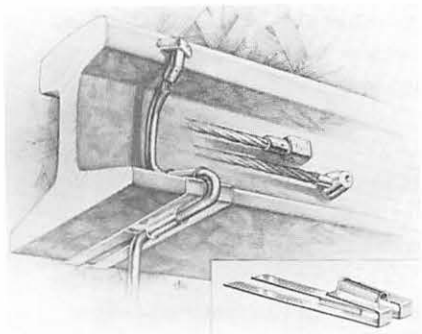
GRS LEX-C rail/highway crossing signals are described in Folder 266. The impact resistant polycarbonate flashers feature an advanced optical system that provides a brighter beam. The 8-in. signal has a deep-dish parabolic reflector that can provide greater than 3,000 candle power on the main beam. The 12-in. LEX-C signal provides greater than 5,000 candle power on the main beam.

The polycarbonate resin is tough, lightweight, corrosion resistant and is resistant to high impacts.

Normal lamps are available in 10-volt 18 watt; 10-volt 25 watt and 13.5-volt 17 watt ratings.

These new LEX-C signals can be used to replace conventional GRS flasher units.

For more information write to General Railway Signal Company, Box 600, Rochester, NY 14602.

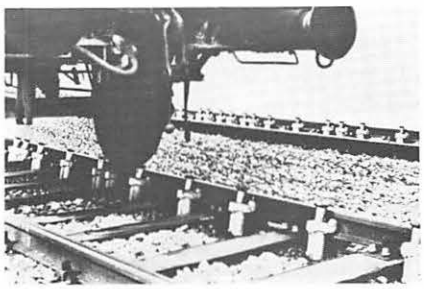


Track circuit retainer protects rail bonds

Bootleg and cross bonds are often damaged unintentionally because the conductor tends to flare away from the rail into the path of passing equipment. To prevent these problems, a simple retaining clip has been developed to hold the conductor tightly against the contour of the rail.

This new clip is called a track circuit retainer. It fits all popular rails for $\frac{3}{16}$" bare or insulated, and $\frac{5}{16}$" bare bond strand. It is usable with welded or plug bonds attached to rail heads or webs.

For more information write Erico Products, Inc., 34600 Solon Rd., Solon, OH 44139.



New retarders go to Santa Fe yard

The Dowty retarder system, which consists of individual retarder units, is being installed in Santa Fe's new classification yard in Oklahoma City. The system is made up of individual retarder units which need no external power supply monitoring or control signals.

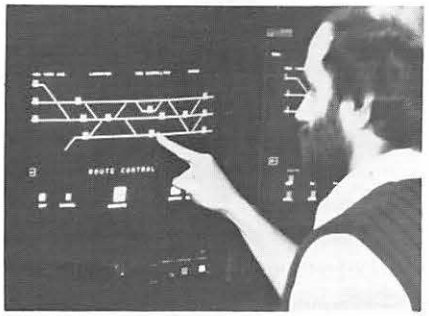
Each retarder has two basic components: a cast pot, which is bolted to the inside of the rail, and a capsule, which is housed in the pot and consists of a sliding, high-tensile-steel cylinder. A piston assembly containing relief and speed valves fits into the cylinder's mushroom-shaped head. The capsule is charged with oil and nitrogen under pressure and adjusted during manufacture to a control speed setting from 0 to 5m/s.

The retarders are bolted to the rails at predetermined intervals.

As a freight car moves along the track, the flange of each wheel contacts the mushroom-shaped head and depresses it into the pot. If the vehicle is traveling below control speed, the energy is dissipated hydraulically within the capsule; if speed is above the setting, the amount of energy extracted from the freight car depends on its velocity. The dampened return stroke is achieved by the expansion of the compressed nitrogen in the cylinder.

The units are distributed along the track with a density proportional to maximum car weight, control speed, minimum rolling resistance and the track gradient.

For more information, write Dowty Corp., Staverton West, P.O. Box 5000, Sterling, VA 22170.



Finger-tip control available in ctc

Touch Activated Control (TAC-100) is now available from Union Switch & Signal and can be applied to its centralized traffic control machine.

TAC-100 can improve data entry efficiency for the performance of such functions as switch and signal supervisory control and entrance/exit route selections and can reduce the chances of human error previously encountered during manual keyboard manipulations.

Applying scanning infrared beam technology developed in the 1970's, an X-Y grid of light beams is imposed on the surface of a cathode ray tube (CRT) screen. The touch of a finger or stylus on the target point of the CRT breaks the light beam and sends the appropriate functional signal to the process system.

The key to the TAC-100 system is a matrix of light emitting diodes and phototransistor detectors enclosed in an "open" framework that attaches to the perimeter of a CRT. Target points, graphically depicted on the screen and assigned a coordinate, represent function request points (similar to a conventional looking pushbutton). A scan analysis of the coordinate determines the functions being requested.

The versatility of TAC-100 is only limited by the size of the CRT screen used and, because there are no moving parts, maintenance is minimal.

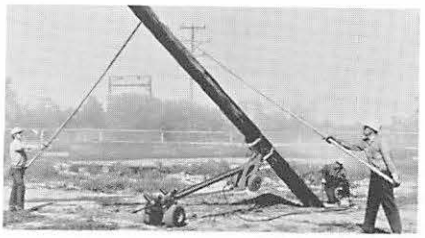
For more information, write Union Switch & Signal Division, American Standard, Inc., 1789 Braddock Avenue, Swissvale, PA 15218.

Pole puller is portable unit

A pole puller than can be carried to limited access areas features high pressure hydraulics, alloy steel, and modular design. The power unit weighs 75 lb and has a two-man handle. The heaviest of the remaining four modules weighs only 34 lb.

With a 40,000 lb rated lift at 8,000 psi, it can consistently lift any utility pole. A patented pocketed swivel chain hook with pre-tensioning feature eliminates chain fatigue, and provide a sure quick grip on the pole.

For more information write Thiermann Utility Equipment, 2200 South St, Racine, WI 53404.



Hydraulic setter is for poles

A pole setter using hydraulic power is capable of setting poles up to 60 ft long and weighing up to 2,000 lb.

The pole is transported on a detachable two-wheel section of the Setter and connected to the rest of the unit prior to setting the pole. A gasoline engine-driven power unit weighing 75 lb provides 8,000 psi of power.

Since the entire lift is provided by the Setter, the men with pikes are only needed to guide the pole.

For more information write to Thiermann Utility Equipment Division, 2200 South St., Racine, WI 53404.

Class yards in new brochure

Classification yard control covers a brief history of these yards followed by a detailed description of equipment used in yards of 1924 to computer-controlled dual hump yards of today. This Union Switch & Signal brochure has over 40 photographs of yard installations, computer hardware, control hardware, ground hardware and subsystems.

For more information ask for brochure #354, Union Switch & Signal Division, American Standard Inc., 1789 Braddock Ave., Swissvale, PA 15218.

Drinking habit study tells need for labor-management cooperative solution

A study of the drinking habits of railroad workers was conducted by University Research Corp. in cooperation with the Federal Railroad Administration and the various railway unions. A tri-party effort in this area has been underway for several years involving labor-management-FRA. One such result of this three-way operation is Project REAP which stands for Railway Employee Assistance Program. Although REAP goes into drug abuse as well, the URC study on drinking probes that problem deeply and involved interviews with over 5,000 railway workers. Summary findings and recommendations follow:

These are the highlights and recommendations of a URC study that examined the drinking practices of a 5,704-member sample of 234,000 railroad workers on seven railroads during 1978. These railroad workers include 47,000 exempt personnel, 72,000 operating personnel, and 115,000 non-operating personnel. They represent about half of the workers on the nation's Class I railroads. The figures given below are estimates based upon sample survey results.

Problem Drinking and Intoxication

Number of Problem Drinkers: 44,000 of the 234,000 workers on the study railroads are problem drinkers as that term is defined in national studies. About one out of every four workers who drinks is a problem drinker.

Prevalence Rate of Problem Drinking: The prevalence rate of problem drinking among railroad workers is 19 percent, or about the same as the rate of problem drinking among men throughout the country.

Employee Intoxication: Intoxication rates among railroad workers exceed those of men in the population at large.

Job-Related Drinking Practices

Adherence to Company Rules: Eighty-eight percent, or 205,000 railroad workers, did not drink while on duty on even one occasion in 1978.

Drinking-Rule Violations: There were 175,000 drinking-rule violations in 1978, about one violation for every 350 mandays worked. Twelve percent, or 28,000 workers, drank on an average of three days while on duty. Thirteen percent, or 30,000 workers, drank on an average of three days when subject to call.

Work-Related Intoxication: Five percent, or 11,000 workers, were "very drunk" at least once when reporting for duty or on duty. Fifteen percent, or 35,000 workers, were "a little drunk" at least once when reporting for duty or on duty.

Impact and Costs of Employee Drinking

Effects on Safety: There is evidence that employee drinking is an important contributing factor to railroad accidents, but the connection is not being adequately investigated.

Other Effects: Employee drinking also contributed to increased rates of absenteeism, lost productivity, illnesses, labor-management disputes, and reduced employee morale.

Total Costs: The problem drinking and job-related drinking of railroad workers cost the seven railroad companies about $100 million in 1978.

Highest Cost Category: The single greatest known cost incurred by railroad companies was the reduced productivity of workers who are problem drinkers.

Cost of Dismissal vs. Rehabilitation: It costs more to dismiss a problem drinker than it does to rehabilitate him.

Company-Based Capacity To Handle Problems of Employee Drinking

Company Rules:

a. **Deterrent effect of company rules** — Company drinking rules kept most workers from drinking on duty at least sometimes in the study year.

b. **Enforcement of company rules** — Of the 84,000 on-duty drinking-rule violations that occurred in 1978, 900 were reported and 384 resulted in dismissal. Chances were one in 90 that an on-duty violation would be reported and one in 220 that it would result in a dismissal.

c. **Visibility and cover-up** — Thirty-five percent, or 84,000 workers, including 15,000 exempt workers, witnessed a drinking-rule violation in 1978. Twelve percent, or 28,000 workers, including 3,000 exempt workers, hid or covered for a drunken co-worker.

d. **Basic reason for failure to report** — The most important reason given by workers for their failure to report is their fear that an employee might be automatically dismissed even on a first offense and even if he is a problem drinker.

e. **Alternatives to dismissal** — One railroad permits rule violators to maintain their employment status with the company if they undergo counseling and treatment for their drinking problem. The job-related drinking situation on this railroad is among the best of the seven railroads studied.

Employee Assistance Programs:

a. **Rehabilitating program clients** — Employee assistance programs successfully rehabilitated 75 percent of the clients they served. In all, 1,157 workers, or about 3 percent of all problem drinkers in the workforce, were rehabilitated.

b. **Reaching employees in need of services** — Last year, programs served about 4 percent, or 1,559, of those workers whom directors defined as problem drinkers — 500 more workers than were handled through discipline in the same period.

Company-Based Capacity To Reach Employees in Need of Services: Companies have the referral sources (supervisors, labor representatives, co-workers, and medical consultants), a legitimate right to intervene (deterioration in work or violation of rules), and the leverage to get employees to seek assistance (threat of dismissal). These conditions, if exploited, would enable companies to more successfully reach workers in need of services.

Program Service Delivery Capacity: Employee assistance programs do not have adequate resources to serve an appreciably greater number of employees than now referred.

Company Management of Drinking Problems

Current Effectiveness: Company disciplinary and program efforts do not adequately control the job-related effects of problem drinking and on-the-job drinking.

Potential Effectiveness: If properly used, coordinated, and supported, mechanisms already in place appear to give the best promise of bringing on-the-job drinking and problem drinking under better control.

Recommendations

On the basis of the findings and conclusions of this study, we make these recommendations:

1. The railroad industry and railroad labor should jointly and immediately work with the Federal Railroad Administration to develop more effective ways of measuring, documenting, and controlling the impact of employee drinking on railroad safety.

2. Railroad companies should adopt and implement explicit policies regarding the application of drinking rules. These policies should be disciplinary (that is, educative and restorative) rather than simply punitive in practice. They should be aimed at promoting increased reporting and control of rule violations and should include the following elements:

a. Maintain existing drinking rules.

b. Explicitly and consistently apply these rules to all workers, including exempt employees.

c. Allow drinking-rule violators (first offenders) to retain an employment relationship as long as they enter and progress in treatment (problem drinkers) or enter and complete some educational regimen prescribed by the program (non-problem drinkers).

d. After a first offense, keep problem-drinking rule violators out of service only until program counselors certify their fitness to return to service.

e. Instead of dismissing non-problem-drinking rule violators on a first offense, suspend them for the average time needed by problem drinkers in treatment to return to service (use no more than three months until an average is established).

f. Abandon all minimum terms for being out of service for drinking-rule violations.

g. Dismiss all second offenders.

h. Promulgate and explain this new relationship between the employee assistance program and company rules in the company policy statement and program materials.

3. Railroad companies should develop their company-based capability for making referrals to the program.

a. **Supervisors:** Clarify two-fold responsibility of supervisors to refer employees to the program on the basis of unacceptable job performance as well as on the basis of drinking-rule violations. Arrange systematic ongoing training of supervisors in how to handle referrals based on unexplainable deterioration in work and observed rule violations.

b. **Local chairmen:** Institute and maintain an ongoing peer intervention program among local chairmen and company contract employees, under the supervision of the director of the employee assistance program.

c. **Medical officer and consulting physicians:** In cooperation with the medical office, develop and implement a campaign to encourage consulting physicians to refer workers with alcohol-related problems to the program.

d. **Employee receptivity:** Plan, increase, and regularize promotional efforts; provide railroad labor with a formally recognized process for making input and a defined role in the program to enhance worker receptivity of program services.

4. Railroad companies should make four major changes in employee assistance program operations to enable them to handle a greater volume of clients caused by increased referrals:

a. **Responsibilities of program staff:** Make assessment and referral, the development of referral mechanisms and worker receptivity, and the monitoring of treatment provides the principal responsibilities of all program staff. Enjoin counselors from doing extended counseling, except where counselors are clearly qualified to treat and where it is cost-efficient to provide treatment within the program.

b. **Systematic volunteer program:** Isolate especially time-consuming program functions that can be done by volunteers (for example, follow-up). Train the director in how to set up a volunteer program, including ongoing training of volunteers in selected services and functions.

c. **Selective increases in program resources:** On railroads that are already getting relatively cost-effective results and have a high volume of unmet needs, provide additional facilities and staff to serve more people.

d. **New strategies aimed at reducing demand for services:** In addition to improving and increasing services to financially feasible limits, initiate plans aimed at the worker and his environment to reduce the incidence of company-related drinking problems.

5. Employee assistance programs should implement the following steps to enhance the use and success of their services:

a. **Program Environment**

Use this study's data on the magnitude and impact of problem drinking and on the effectiveness of programs to make presentations aimed at initiating or expanding programs.

When possible, locate or relocate program offices off company property.

Seek an organizational position for programs that ensures adequate funding, visibility, and authority and, therefore, continuation.

Initiate and continue a formal relationship with labor representatives and assign a specific role to labor in planing and monitoring program progress.

Provide adequate data to management upon which informed program decisions can be made.

Initiate and sustain a more cooperative relationship with the company's medical, safety, personnel, and labor relations offices.

b. **Program Resources**

Together with other program directors, identify and standardize elements and content of company policies.

Whatever the program type, foster confrontation of workers over work performance as an essential ingredient in encouraging referrals of employees with alcohol-related problems.

Clarify the relationships, responsibilities, and access procedures of supervisors in program literature and presentations.

Develop explicit criteria for accepting clients and for making specific kinds of referrals to community service organizations.

In recruiting new staff, aim for a diverse mix of professionals (with whom managers often seem to be more comfortable) and paraprofessionals with railroad experience (with whom contract workers often seem to be more comfortable).

Examine the program's relative cost-effectiveness by calculating per-client costs and compare these to costs for other railroads.

c. **Program Functions/Services**

Revamp promotional and training materials to include information on prevention.

Train counselors in assessment/referral skills, basic communication skills, and alcohol abuse combined with drug abuse.

Install a regular process for staff performance evaluation aimed at self-improvement.

Consider outpatient care as a referral option if finances and the client's predisposition or circumstances indicate its use.

Engage outside assistance to make the program more amenable to evaluation. Do a better job of substantiating results.

Together with other program directors, select criteria and measures for evaluating programs and standardize record-keeping practices to permit comparison of data.

6. Railroad companies should institute preventive practices aimed at reducing problem drinking and job-related drinking. These strategies ought to be aimed principally at changing the work-related drinking practices and environment of railroad workers.

7. At least for the present, the Federal Railroad Administration should confine itself to promoting the initiation and development of the company practices and programs described in this report by sponsoring activities such as:

a. **Delivery of technical assistance:**

To the study railroads

To the non-participating railroads with programs

To companies interested in starting a program

b. **Development of training packages:**

To train supervisors

To set up a labor peer intervention program

To train local chairmen

c. **Delivery of training:**

To program directors on establishing a volunteer program

To directors on program evaluation

To counselors on assessment/referral skills and basic communications skills

To directors on staff evaluation

d. **Additional research:**

On continuing analysis of study data in response to program directors' needs for specific information

On examination of drug abuse among railroad workers

8. The Federal Railroad Administration should support interested participating railroads in conducting additional studies to determine the degree to which voluntary company efforts are controlling employee drinking problems and the possible need for additional action.

News from Canada

System union-management co-operative movement held its 50th annual meeting on January 14 at Montreal, Quebec. Involved are Canadian National, Brotherhood of Maintenance of Way Employes and the Brotherhood of Railroad Signalmen. Shown at the meeting (left to right) are: Paul A. Legros system federal general chairman, BMWE (co-chairman of this meeting); George A. Van de Water, chief engineer, CN Rail (co-chairman of this meeting); John E. Platt, BofRS vice president; and Lawrence R. Lockhart, assistant chief engineer signals, CN. Brother Platt gave a copy of Art Lyon's book "The First 75" to Brother Legros and Mr. Van de Water as a gift from the BofRS. Lyon (late president emeritus of the Brotherhood) wrote the history of the BofRS covering the period from its founding in 1901 through its 75th anniversary in 1976.

Union-management holds 50th meet

The 50th annual meeting of the system union-management cooperative committee of maintenance of way and signals on the Canadian National was held on January 14, 1981. This year's cochairmen were Paul A. Legros, system federal general chairman, Brotherhood of Maintenance of Way Employes, and George A. Van de Water, chief engineer, CN Rail.

Of special interest to signalmen — the Brotherhood of Railroad Signalmen has been involved in these coop meetings since the 1930s — was a review of the signal training program, presented by George A. Vogen, coordinator of training, CN, and Whitney S. Trenholm, training development officer, CN. The signal training program was begun on the railway in 1955 with hundreds of men successfully completing Section 1 which covers signaling. Section 2 covering electronics was begun in 1970. In 1980, 396 signalmen and 6 non-scheduled (mainly supervision) employees participated in Section 1, while in Section 2, there were 125 signalmen and 30 supervisors attending classes.

Additionally, CN signal training program has been augmented with

Enjoying a coffee-break conversation at the union-management cooperative meeting are L. R. Lockhart (left) assistant chief engineer signals, CN; John E. Platt (center) BofRS vice president; and George A. Van de Water, CN's chief engineer.

Signal training might be the topic of this discussion involving Anthony G. Cunningham (left) general chairman and general secretary-treasurer, BofRS; Whitney S. Trenholm, training development officer, CN; and Roger E. McCaughan (right) general chairman and BofRS grand lodge representative.

a hotbox detector course which includes 4 days in a classroom and 1 day in the field at a detector site. The course is specifically designed to provide maintenance, inspection and testing knowledge to maintainers, technicians and supervisors concerned with Servo's model 7707 hotbox detector.

Another course begun last year covers propane snow melters. This course has 2 days of classroom work and 1 day in the field at a snow melter.

Both the hotbox detector and snow melter courses are being held at different locations on the various regions of CN. Men are brought to the location by CN for the training.

Local 125 meets in Wetaskiwin, Alberta

The January 10, 1981 meeting of Foothills Lodge 125 covered several items of business that brought forth interesting discussion:

— Problem of getting maintainers to answer overtime calls.

— Maintainer will receive overtime for all calls on switch heaters.

— Training program to be upgraded for senior maintainers.

— Skill pay for the ever increasing use of modernized electronic equipment.

— Provide two seniority lists, one for construction and one for maintenance.

— Provide trucks for all maintainers.

Nominations were held for various offices in the local. The following were nominated: For local president — M. Mooney and V. Skye; for local vice president — M. Mooney and V. Skye; for recording & financial secretary — G. King; for grievance committee — L. Jacobs, D. Jennings, T. Salken and V. Skye; for trustees — B. Cowling, G. King, R. Lund and L. McKay; for chaplain — B. Cowling and M. Mooney.

The obligation was given to Brothers T. R. Driediger, J. P. Jette and D. Rutledge.

The following signalmen were at this meeting: G. Clark, T. R. Driediger, Don Jennings, J. P. Jette, G. King, B. P. Lewis, R. A. Lund, L. D. McKay, M. J. Mooney, D. Rutledge and D. White.

CANADIAN NATIONAL: **Douglas A. Arsineau,** and **Rolland Pinsonneault,** members of St. Charles Lodge 187, have retired. **F. A. Lane,** a member of W. J. Gillis Lodge 167, has retired. **Mert Ede,** a member of local lodge 223, has retired.

CP RAIL: **Robert W. Alexander** and **L. Krogh,** members of Foothills Lodge 192, have retired.

ONTARIO NORTHLAND: **Gordon W. R. Campbell,** signal maintainer and **Walter R. Mills,** signal maintainer, were recently honored at a retirement party in New Liskeard, Ontario. Brothers Campbell and Mills are members of Northland National Lodge 204. Brother Campbell had 24 years of service when he retired and Brother Mills had had 28 years of service with ONR.

CP Rail celebrates 100th birthday

February 16, 1981 marked the 100th birthday of Canadian Pacific. In a show of friendship, or at least a courteous gesture, CN took ads in Canadian newspapers congratulating "the competition."

From the *Ottawa Citizen* we find this ad: "Happy Birthday, Canadian Pacific. From the other guys.

"Today marks the 100th birthday of the company we at CN call 'the competition.'

"And so, we'd like to take a moment off competing to say 'congratulations, Canadian Pacific.' Not merely on getting to be a centurian, but on making such a great contribution to Canada. For this past century of Canadian railroading is one of the most remarkable chapters in the history of this continent.

"Without the railways, it's safe to say there wouldn't be a Canada today. And, in the next 100 years, it's also safe to say, the shape of Canada will continue to be drawn on the grid of its transportation systems.

"So congratulations you tough old competitor. Stick with it. The best is yet to come."

TORONTO, HAMILTON & BUFFALO: **Harold Donaven,** a member of Hamilton Lodge 47, retired August 29, 1980. **J. G. Garnham,** also a member of local 47, retired last year.

Signalmen sign agreement with CN on Newfoundland

A special agreement to provide protection for employees that may be adversely affected on the Newfoundland lines of Canadian National has been signed by John E. Platt, vice president, BofRS. The special agreement covers all railway workers on the Newfoundland lines which are operated by CN.

The agreement was signed by six railway unions including the signalmen on 30 January, 1981 at St. John's Newfoundland. This new agreement will be funded by the federal government under Order-in-Council, PC 1980-3423. The approximate cost will be $8 million. At present, there are four signal maintainers on the island of Newfoundland but they will not

be initially affected by changes in the operations. However, their interests have been protected by signing the special agreement by the BofRS.

Thanks expressed by Mrs. Stockdale

"Flowers are a wonderful way of showing you care... Thank you for caring so much. God be with you all," writes Marie Paule Stockdale to Anthony G. Cunningham to express her thanks to all those who were so kind to her on the recent death of Brother Harold.

Judge recommends hotbox detectors in report

In his report on the Mississauga railway accident inquiry, The Honourable Mr. Justice Samuel G. M. Grange, Supreme Court of Ontario, the Commissioner, recommended that "... the routes of any trains carrying dangerous goods [hazardous materials in the US] through built-up areas should be protected by hotbox detectors. No point within the built-up area should be more than 20 miles from hotbox detector protection."

The Mississauga accident was the derailment of a CP Rail freight train in this Toronto, Ontario suburb just before midnight on Saturday November 10, 1979. A tank car carrying Toluene had a hotbox and the burned off journal caused the derailment. Two tank cars carrying propane exploded and a tank car of chlorine was punctured. Because chlorine is a deadly gas and fear of its escape to the populace, almost a quarter of a million people from the City of Mississauga were evacuated from their homes and businesses for periods up to five days.

Concerning proposals made to the Inquiry Commission, Justice Grange, in his report, said "there is no evidence before us justifying an interference in the railways' choice of type of detector. Nevertheless government could be of assistance in examining the kinds available, including the train-mounted ones, and advising the railways. If one is found to be more effective the public will benefit as well.

"In one area, however, I think it is essential that government interfere in the interests of public safety. There is no unanimity in the proper spacing of detectors. CN places them 25 to 30 miles apart, C&O considers 22 miles the proper interval, and in the United States some railroads think 20 miles apart is appropriate. The latter figure would appear to be closer to the lesson of Mississauga. Nothing was seen — although there could have been heat — at Guelph Junction, mileage 39; the first indication was at Campbellville, mileage 38, and the train derailed at mileage 16.5." It is 22.5 miles from Guelph Junction to the point of derailment.

Continuing, Justice Grange reports: "One cannot lay down a precise interval because the detectors cannot be placed everywhere on the track as they are subject to local conditions such as grades and switches, but the government should lay down a maximum interval. There is certainly little merit in having hotbox detectors unless they will detect substantially all hotboxes. In the interests of public safety, government should determine the limits of hotbox detector utility and regulate their installation accordingly. A detector at Guelph Junction might well have detected Train 54's hotbox, but I doubt that it would have been adequate to prevent a burn-off that might have occurred 10 miles further on deep into Metropolitan Toronto.

"And that brings me to what I consider important, viz. the protection of built-up areas. I believe that any dangerous goods train that passes through any built-up area without hotbox detector protection during the whole of its passage must be subject to special rules."

In recommending hotbox detector installations, Justice Grange suggested that dangerous goods trains traveling through built-up areas without hotbox detectors should be limited to a speed of 25 mph.

Foothills Lodge 125 has active meeting

A recent meeting of Foothills Lodge 125 found many topics brought forth a lively discussion. Among them is the problem of the high turnover rate of signalmen working in southern Alberta. Some of the turnover is losing assistants which cuts down on the pool of future maintainers. The matter is being taken up with signals and operating supervision. The problem of guaranteed time and the wide range of areas that it covers was discussed in detail with many possible solutions offered.

Discussion of the last contract with the railways brought out advantages and disadvantages. The following items were brought up as possible subjects for negotiation in a new contract: regional pay differences, catch-up pay, skill pay and a cost-of-living clause.

Signalmen attending this meeting included G. Black, D. Cassells, Bill Cowling, Tony Cunningham — general chairman & general secretary-treasurer, A. Dalmady, Don Jennings — local chairman, G. King, B. Lund, Roger McCaughan — general chairman & grand lodge representative, M. Mooney, John Platt — vice president, T. Salken, V. Skye, and D. White.

Signalman's Store

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Signalman's Training Course	8-Volume Set		18.00	
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1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
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SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements.

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

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Best Thoughts

For some the election results of last November were good news, but for trade unionists and the working people, it was a SHOCK! There had been rumors that conservatives were making headway, but no one really thought the election would be a "turn to the right," so to speak.

Friends of labor such as Birch Bayh of Indiana, Frank Church of Idaho, John Culver of Iowa, John Durkin of New Hampshire, Jacob Javits of New York, Gaylord Nelson of Wisconsin, Warren Magnuson of Washington and George McGovern of South Dakota went down to defeat in their bids for re-election. Conservative Republicans won, and in the case of Javits, a conservative candidate captured the primary and the election.

How did this dramatic turn come about? For one thing, the conservatives worked hard and long — they did not take the voters for granted. They worked at all levels and produced a well-financed campaign.

One political analyst reports that the Republicans raised five times as much money as the Democrats for Congressional races. A great deal of the fund raising is through Political Action Committees or PACs as they are commonly called. Many corporations have PACs which were used to funnel money to Republican or conservative candidates. The number of corporate PACs is over 1,700 while the number of union or liberal PACs stands at 297. As for money, just in the Congressional races, Republicans raised over $109 million in 1980, while the Democrats could ante up only $19 million.

Unfortunately, the 1980 election campaign illustrated very well that "money talks," and it talks loud to the voters. And, apparently the voters listened.

If money is the game, liberals and Democrats have learned they had better get started, and 1981 is not too soon, especially for the 1982 Congressional elections.

Already the Republicans are asking for funds to elect "their kind" to the next Congress. They hope to capture the House of Representatives and gain a stronger control over the Senate.

Although there is talk in the Reagan Administration about being labor's friend, there is no evidence of any action along those lines. Admittedly, the year is young and Reagan has yet to give Congress specifics to solve the economic problems. At this point, it is wait and see.

But on the political front of helping ourselves by helping those Congressmen who are labor's friends, it is time to take positive action. As I said earlier, the Republicans are underway in fund raising and targeting Democrats to defeat.

As signalmen we can do our part in making it possible in 1982 for friends now in Congress to remain and for other friends to be elected. We must provide funds for those candidates who are truly sympathetic to workers and their families.We can give via the Signalmen's Political League. Voluntary contributions of signalmen, even in modest amounts individually will come to a considerable sum.

SPL gave to our friends in the 1980 campaign, and now it's time to collect the funds for those deserving Congressional candidates in the 1982 campaign.

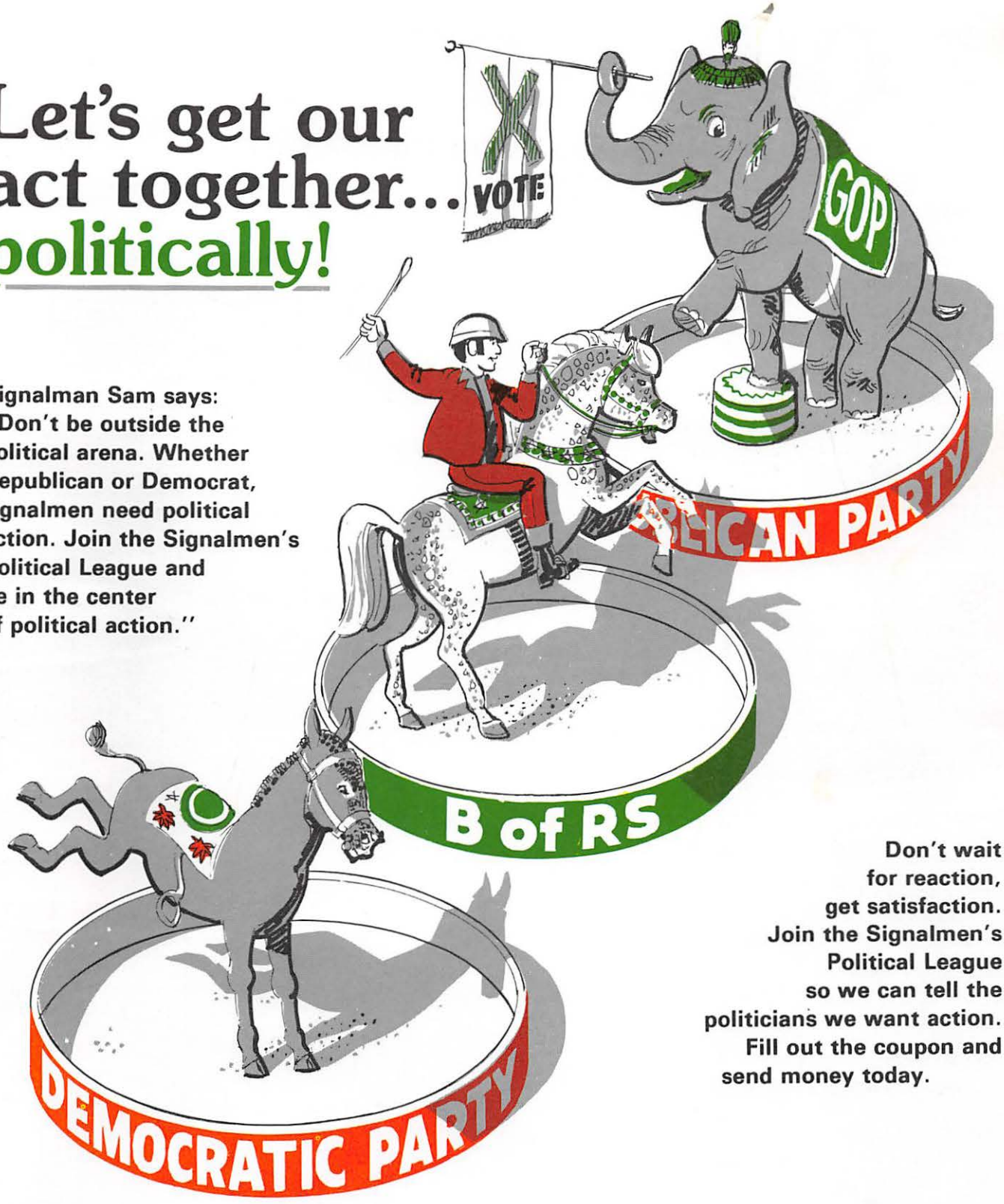
SPL needs your support, so give as much as you can. You can fill out the coupon in the SPL ad in this issue of *The Signalman's Journal.* Or, you may have a voluntary plan on your railroad whereby you can have your SPL contribution deducted from your wages each month. The carrier sends these contributions directly to SPL at Grand Lodge. It is a painless way to contribute, say $1 or $2 per month to the worthwhile cause of helping those in Congress who help you.

The big push now is to collect SPL money to be ready for the 1982 Congressional campaign. The right wing already has a good size war chest and is adding to it every day. Liberals, Democrats and labor's friends must build from the bottom. Let's start now with contributions to the Signalmen's Political League. Put your hard-earned money to work for signalmen's friends in Congress. It's the best investment you can make in 1981. Join the Signalmen's Political League now. Send your dollars to me at Grand Lodge. I am the SPL treasurer. Make checks payable to the Signalmen's Political League.

W D Best

Let's get our act together... politically!

Signalman Sam says: "Don't be outside the political arena. Whether Republican or Democrat, signalmen need political action. Join the Signalmen's Political League and be in the center of political action."



Don't wait for reaction, get satisfaction. Join the Signalmen's Political League so we can tell the politicians we want action. Fill out the coupon and send money today.

A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission 1325 K Street, N.W., Washington, DC 20463.

To: W. D. Best, Treasurer, **Signalmen's Political League, Box U, Mt. Prospect, IL 60056.** Here is $2 or more to help SPL carry out its campaign for good government. (Please make check or money order payable to Signalmen's Political League.)

_____ Active Member _____ Retired Member

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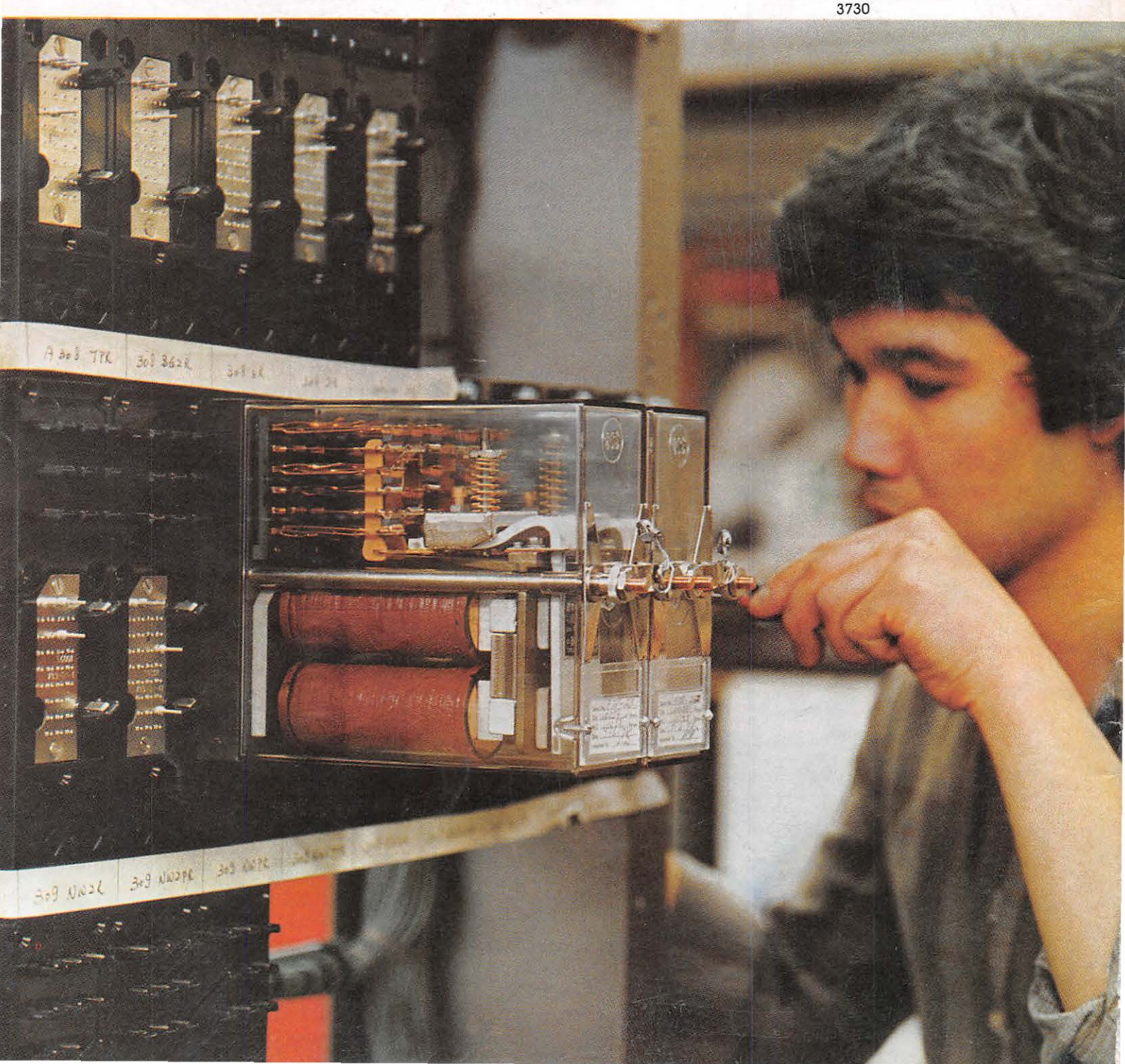
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